

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1882, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 35.

SATURDAY, OCTOBER 14, 1882.

NO. 903.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage).....	\$10 20.
For Six Months do.....	6 10.
Annual subscription in London (including postage).....	£2 7s.
Six mos. do do.....	1 8s.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders. A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1.00.

Liverpool Office.

The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

WILLIAM B. DANA, }
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WILLIAM B. DANA & CO., Publishers,
79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

OUR REVENUES AND THE SUB-TREASURY.

Government revenues are at present pouring into the Treasury in such a constantly-increasing volume that it is becoming a very serious question how to get them out. A few weeks ago they began to accumulate so rapidly and to threaten so great disturbance to the money market, that Secretary Folger was forced to take unusual steps to check the evil. He at that time in some measure arrested the growing stringency—in good part, however, by showing those who were attempting to manipulate money his willingness to use whatever power he possessed to defeat that purpose. But he did not accomplish much in the way of providing an outlet for his increasing revenues. At the moment, the accumulation is not doing any considerable harm, as the exchanges at some of the out-of-town points have turned somewhat in our favor so as in a measure to lessen the drain on this centre; yet it is clear that the present large payments into the Treasury cannot long be continued without seriously interfering with the free working of the money market.

As is well known, the Secretary, on Sept. 23, issued his call for 25 millions of extended fives, and immediately offered to redeem them without rebate of interest to the amount of five million dollars weekly. This was certainly offering a liberal inducement to the bondholders to part

with their securities. A quarter of a year's interest in advance (equaling at $3\frac{1}{2}$ per cent per annum, $\frac{1}{4}$ of 1 per cent for the three months) was to be given without consideration for the exchange. And how has this worked? This is the third week since the issuance of the order, and 15 millions might therefore have been presented for redemption; yet only 9 millions altogether had made their way into the Treasury up to yesterday morning, and of this amount over 2 millions came in on Thursday. Meanwhile the receipts of the Government have been at a rate to astonish even those accustomed to seeing very large figures, with the result of adding some millions to the Treasury balance during the short time that has elapsed since the first of the month, even after the disbursements for October interest and the called bonds presented. For the purpose of giving the reader an idea of the amount of money which has thus been taken out of the channels of commerce by the Government, we have prepared the following table, showing the receipts and payments by the United States Sub-Treasury in this city, daily, from October 1 to October 12, inclusive.

DAILY RECEIPTS AND PAYMENTS BY U. S. SUB-TREASURY.

Date.	Receipts.		Payments.	
	1882.	1881.	1882.	1881.
Oct. 1.....	\$ 8.	1,245,854	\$ 8.	1,576,642
" 2.....	1,701,955	8.	2,234,866	8.
" 3.....	1,901,838	1,691,378	3,484,910	3,389,172
" 4.....	1,748,012	1,561,542	1,860,595	3,008,339
" 5.....	2,807,657	1,001,618	2,107,069	1,760,505
" 6.....	1,600,752	1,472,986	1,663,701	1,838,921
" 7.....	2,676,278	2,058,760	1,454,266	1,120,747
" 8.....	8.	931,730	8.	972,450
" 9.....	3,522,490	8.	2,054,160	8.
" 10.....	2,767,513	1,496,870	1,802,143	1,370,091
" 11.....	2,949,670	1,312,130	772,097	2,291,292
" 12.....	1,052,096	933,995	1,107,719	1,447,046
Total.....	22,725,261	13,706,863	18,541,526	18,775,205

The large receipts this year, and the heavy gain over the previous year, can not fail to attract notice. In the twelve days of last year the receipts were less than 14 million dollars; in the corresponding period of this year they were over 23 millions. Allowing for gold deposited with the Assistant-Treasurer for silver certificates transferred to interior points, which item we are informed counts only in the receipts and not in the payments, the total receipts this year are diminished some 2 million dollars, but even then there remains an increase of 7 millions on last year. The average daily receipts at the moment would therefore seem to be nearly $1\frac{1}{2}$ million dollars, counting in Sundays, and about 2 millions daily, counting only working days. The payments during this time have also been heavy, and yet they were insufficient to counterbalance the large revenues received, so that, as inti-

ated above, about 2 millions (deducting transfers) have been added to the balance held by the Sub-Treasury on Oct. 1. Last year, during these 12 days, the balance was diminished over 5 millions.

The fact of chief importance shown by the above is that the Treasury funds keep accumulating despite the Secretary's most earnest efforts to diminish them. It certainly seemed as if with the ordinary payments and the liberal offer made to redeem bonds, that he ought to have been successful during the first half of October in securing that end. On the first of the month \$7,389,000 fell due for interest, on the third the 116th call for 3½ millions matured and there were outstanding over 11 millions of extended sixes previously called, while the 117th call for 25 millions was to be anticipated at the rate of 5 millions weekly;—yet notwithstanding all these liabilities and the ordinary expenses of the Government, money went in faster than it came out.

We have often represented how important it was that Congress should provide some method of keeping its revenues which would not be so disturbing to business interests. This cast-iron Sub-Treasury system did very little harm in olden times, when our receipts and disbursements for the twelve months were very small; but now, when the actual revenues average for the whole year 8 or 9 millions a week, and other transfers to a large amount are constantly necessary, even the temporary withdrawal of these funds under the Sub-Treasury law, has become a very serious tax on the commerce of the country. Congress should see to it that this is not prolonged through its inaction.

In the meantime, however, the question arises what shall be done with the present accumulations. The Secretary's powers are very limited. A transfer to the depository banks of the amounts held for bonds not presented, the calls for which have matured, would be a very natural and unobjectionable act; but the difficulty is, there is no law authorizing it. The only resource Mr. Folger seems to have is to purchase bonds in the open market to the amount of his weekly surplus. This, perhaps, would be the best device under the circumstances for equalizing the receipts and payments; and yet in some quarters it would be very unpopular, as it would make the Government pay more than par for the bonds it redeems, and might also possibly put up the price of bonds until the banks were induced to dispose of their holdings and so disturb our national bank currency. Of course, to meet an emergency, Mr. Folger would most likely adopt the plan, but we doubt very much whether he would feel justified in continuing it.

It is clear, however, that the Secretary should present this whole matter to Congress and urge upon it some speedy action as a temporary relief at least. After that let the wiser heads among our legislators devise and mature a plan which shall not involve the continuing of the Sub-Treasury arrangements. They were useful when first devised, because they served a good purpose without working harm, but have become unbearable now.

BANK "ACCEPTANCES" OF CHECKS.

In some remarks we made with regard to the National Banks last week, we briefly referred to the question of certifying checks. We have so often written on that subject, and at so great length, probably few of our readers interpreted our words as meaning that in mercantile transactions certifications were never used. Still, as one writer at least seems to have drawn such a conclusion, we simply add what we have so often shown, that such uses of certified checks are many and important, but, compared

with the daily requirements of brokers, so insignificant in amount, that our last week's discussion did not make their special mention necessary.

But the recent action of Comptroller Knox in submitting certain points with reference to "acceptances" to the Attorney-General, has given this whole subject fresh interest. The step taken by the Comptroller is, we presume, simply a prudential one. Congress meets soon and it is wise to be fortified with an opinion of the Attorney-General with regard to the legal force of the section of the Bank Extension bill in question. Those who framed the provision supposed that, under the fiat of a law, they could stop the practice which was thoroughly interwoven with our business methods, as speedily as they could snuff out a candle with their fingers. The result up to this time is they have merely changed the name not the nature of the act. Another similar effort, we may presume, will be made at the coming session of Congress, with what effect can only be known by the result. It is quite likely, however, if the animus hitherto shown continues to exist, that the experiment will be repeated until the ultimate event is, a change to the State system by a number of our banks. We have never been able to see how such a change will benefit the country, and hence do not understand the motive influencing the majority of those who favored such legislation.

Mr. Knox's three questions which he has asked the Attorney-General are quite cleverly put. To the first (as to whether a bank has "the legal right to accept checks drawn upon it unless the drawer has the amount stated 'in the check actually on deposit in the bank'"), we may presume, from the succeeding questions, that he thinks he will receive an affirmative answer—that is that a bank has the right. So the Comptroller next asks whether, in case a bank has the power to make such an acceptance, "would such an acceptance at a time 'when the money was not on deposit to the credit of the drawer be a liability for money borrowed, and as such 'be required to be limited to one-tenth of the paid-in capital of the banks, as provided by Section 5,200 'United States Revised Statutes?'"

The provision of the Revised Statutes referred to (Section 5,200) is the one limiting the liabilities due any national bank, incurred by any one firm for money borrowed, to one-tenth of the capital stock of such association. Under this section a bank with half a million capital would, of course, be restricted to a certification of fifty thousand dollars to each dealer, if the construction suggested by the Comptroller is the correct one. The whole question would turn therefore on the interpretation of the phrase, "money borrowed;" whether that can be construed so as to cover an acceptance would seem to be doubtful. An acceptance is a liability on the part of the acceptor, but in what sense could it be called a loan? No cash credit is given or can be given in the customer's account, by reason of the transaction. The acceptance is simply entered as a debt, which is cancelled or paid by the checks subsequently deposited.

But the final question is less easily disposed of. It is in effect whether the acceptance of any number of such checks to an amount exceeding in the aggregate the amount of the bank's paid-in capital, be in violation of section 5,202 of the Revised Statutes. The section referred to in this last question (Sec. 5,202) provides that no association (except in the manner specified in the section) shall at any time be indebted or in any way liable in an amount exceeding the amount of its capital. As the daily acceptances of some of these banks reach a total many times their capital, at first sight it would seem as if all such come

within this prohibition. The section in question does not however state what will be the effect on the acceptances given out in excess of capital, though the natural inference is, that the excess would be void for want of authority to execute them. At all events under Sec. 5,239 it would seem that the franchise would be forfeited in case the directors knowingly permitted the violation, and the directors themselves would be personally liable for all damages sustained in consequence.

But how far or when any of the banks violate this provision would be a question very difficult to prove. Of course the mere fact that acceptances go through the Clearing House on any one day in excess of capital is no evidence that the amount of liability outstanding was at any one time of the previous day in excess of that capital. At 3 o'clock when the bank closed, the indebtedness had been wholly canceled by checks deposited by each customer; and through the day we presume every institution giving "acceptances" to stockbrokers requires their customers to make deposits from time to time, and not to leave the settlement to the close of bank hours. Thus it is possible that the day's total acceptances might many times exceed the capital, and yet at no single period the amount in excess of credits exceed that capital.

THE FINANCIAL SITUATION.

There has been no unfavorable change in the situation this week. Money is in good supply; foreign exchange is only slightly firmer than it was recorded in our last; railroad earnings continue to show a decided gain upon the large totals of 1881 being even in excess of the increase in mileage; while business is fairly active and very promising. In the stock market, however, the same influences noted last week have brought about a lower range of prices, but the decline is chiefly in properties which have long been classed as "fancies," and therefore the depreciation in their market value has no particular significance.

Up to Wednesday the exchange market continued without especial feature. On Wednesday the tone improved a little and on Friday the asking rates were advanced by a few bankers, but the movement was not general, although sterling was quoted as firm. This new movement was due to a better demand for remittances, probably to meet maturing sterling loans, but the supply appears to have been sufficient to satisfy the inquiry. The new bills on the market are easily traced to the good buying there has been in progress of leading stocks for European account. Illinois Central has been liberally bought for Amsterdam, while Erie, New York Ontario & Western, Lake Shore, Illinois Central, New York Central, Northern Pacific preferred, Union Pacific, Western Union, and other shares, have been quite freely purchased for London. Judging from the strength displayed by the London market for these securities it seems a fair conclusion that these foreign purchases will continue at least until there is a material rise in the rate of the Bank of England. Commercial bills are not pressing on the market to any great extent except in the form of futures, bills for the produce now going forward having been contracted for sixty or ninety days ago. The Continental demand for breadstuffs is good, and it is stated that a large number of cargoes consigned to Cork for orders were sent to the Continent during September, which will in part account for the supply of French and other Continental exchange on our market.

France continue close to the gold-importing point; it is possible that specie has been already shipped hither from France, as last Saturday we were advised of the export of \$100,000 gold from Amsterdam, and consignments may

be sent from other parts of the Continent without being reported by cable. The apparent indifference manifested by the directors of the Bank of England to the fall in sterling to figures so near the gold-importing point is undoubtedly due to the fact that so long as the rate of interest keeps down to $3\frac{1}{4}$ per cent in Paris, and is held at 5 per cent in London, there exists a constant and strong natural influence tending to throw upon Paris or the Continent any calls for gold which may be necessary for this market. So far as London is concerned, this arrangement could hardly be improved; and as the condition of the Bank of France is a very strong one, it would not be at all surprising if the existing difference in interest rates were to continue, even in case the exports of gold from Paris reached a considerable amount. The following shows relative prices in London and New York of leading securities at the opening each day, indicating the profit in cable transactions during the week.

	Oct. 9.		Oct. 10.		Oct. 11.		Oct. 12.		Oct. 13.	
	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.
U.S. 4s.c.	118 94	119	118 70	119 1/2	118 46	119	118 46	119 1/2	119 19	119 1/2
U.S. 3 1/2s	100 70	100 1/2	100 70	100 1/2	100 70	100 1/2	99 1/2	100 1/2	100 00	100 1/2
Erie.....	43 32	42 1/2	43 41	43	43 41	43 1/2	43 17	42 1/2	42 90	42 1/2
2d con.	100 21	100	100 21	100 1/2	100 70	100 1/2	100 21	100 1/2	100 42	100 1/2
Ill. Cent.	139 13	139	142 05	141 1/2	143 03	141 1/2	145 70	145 1/2	144 78	144 1/2
N. Y. C.	133 05	132 1/2	133 78	133 1/2	134 27	133 1/2	133 54	133 1/2	134 00	133 1/2
Reading	31 37 1/2	63 1/2	31 56 1/2	63 1/2	31 56 1/2	63 1/2	31 74 1/2	62 1/2	31 56 1/2	62 1/2
Exch'ge, cables	4 86 1/2		4 86 1/2		4 86 1/2		4 86 1/2		4 87 1/2	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex-interest.

Money at the Stock Exchange on call has ruled as high as 10, and was for a brief period as low as 1 per cent this week. The highest rate was on Tuesday, and is claimed to have been the result of manipulation for the purpose of influencing the stock market. The lowest figure recorded was on Thursday, when the supply for the time seemed to be abundant, the over supply being very largely due, however, to a decreased demand arising out of the oversold condition of the stock market, which is shown by the borrowing demand for nearly all the active stocks. The daily disbursements from the Treasury have not been large, as until Thursday the redemptions of bonds were very light. On that day a block of \$2,100,000 came in from one of the up-town savings banks, and this is the first large lot that has been received since the redemptions commenced at the Sub-Treasury under the last call. The reason for the tardy surrender of these called bonds it is not difficult to give. It will be remembered that the 117th call covers a part of those which were not converted into 3 per cents—the residuum, as it were, of that movement—and it is reasonable to suppose therefore that they are well scattered or held by parties who were not only not disposed to convert them, but who are not directly or indirectly interested in Wall Street operations or in the money market. Many of them undoubtedly were originally bought more for their security than for the revenue to be derived from them. Again, some may be held by institutions, as was the case with the two million sent in on Thursday, the rules of which require action on the part of the Board of Trustees before surrendering securities. It is evident, therefore, that if it should be necessary for the Treasury Department at any time to give effective relief to the money market, bonds must be purchased instead of called in for redemption, even if the Department thereby is required to pay a small premium for them. The Treasury operations for the week, exclusive of the receipt of \$1,000,000 United States notes from Washington, have resulted in a gain, which is a loss to the banks, of

\$4,779,713 60. The following indicates the interior movement, including Treasury transfers.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,575,000	\$1,770,000
Gold	23,900	150,000
Treasury transfers		935,000
Total	\$1,603,000	\$2,855,000

Last week's bank return probably showed a better condition of the institutions than really existed. Assuming this to be the case, and bearing in mind that a large amount of called bonds was paid for by the Treasury the latter part of the week, the following will help to explain to-day's bank return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net....	\$	\$4,779,714	\$4,779,714
Interior movement	1,603,000	2,855,000	1,252,000
Total	\$1,603,000	\$7,634,714	\$6,031,714

The Bank of America paid out \$350,000 gold on account of the associated banks during the week, and received nothing in return.

The stock market moved upward so rapidly on Monday and until Tuesday afternoon that many supposed the long-talked-of general advance had begun and that there was really an end to the dull, depressed, declining market which has so long prevailed. On Tuesday, however, the condition became less favorable, being influenced first by activity in money and reports of cutting of rates in the West, and aggravated by free sales which were claimed to have been traced to one of the leaders in the market. Since then the course of prices has continued more or less downward, the greatest decline being in certain of the fancies. The fall in Richmond & Danville and Richmond & West Point Terminal is said to have been caused by the refusal of banks to loan upon the properties. The decline in Denver & Rio Grande was due to persistent attacks made upon it by speculators, and the drop in the Omahas and in St. Paul was caused by reports of a rate war between these roads. The Southwesterns yielded readily to the pressure of free sales, indicating lack of support, and the rapidity with which they fell gave color to the rumor that Mr. Gould was operating for a decline. The strongest stocks were the trunk-line properties, Illinois Central, Union Pacific and Western Union, the latter being influenced by the annual election for directors. The strength displayed by Illinois Central is no more than might be expected for such an excellent property, managed so conservatively and openly as to gain the confidence of prudent investors at home and abroad.

The Bank of England return for the week shows a loss of £292,000 bullion and of 2 11-16 per cent in the proportion of reserve to liabilities. The Bank of France reports a decrease of 9,350,000 francs gold and of 6,050,000 francs silver. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Oct. 12, 1882.		Oct. 13, 1881.	
	Gold.	Silver.	Gold.	Silver.
Bank of England	21,194,775		21,074,343	
Bank of France	39,151,172	45,196,249	23,980,057	48,281,568
Bank of Germany	6,414,875	19,244,625	6,352,250	19,956,750
Total this week	66,760,822	64,440,874	51,406,650	67,338,318
Total previous week	67,333,807	64,397,020	52,252,099	67,688,501

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

The Assay Office paid \$70,220 through the Sub-Treasury for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certif.
Oct. 6..	\$432,249 68	\$133,000	\$26,000	\$17,000	\$226,000
" 7..	407,125 91	97,000	28,000	37,000	247,000
" 9..	785,873 66	237,000	47,000	106,000	396,000
" 10..	656,728 95	145,000	87,000	117,000	307,000
" 11..	356,318 26	86,000	24,000	140,000	106,000
" 12..	517,438 44	65,000	39,000	210,000	173,000
Total.	\$3,155,734 33	\$763,000	\$251,000	\$687,000	\$1,455,000

RAILROAD EARNINGS IN SEPTEMBER, AND FROM JANUARY 1 TO SEPTEMBER 30.

The pleasing monotony of a continued increase in railroad earnings remains unbroken. The only really new feature is that with the beginning of the movement of the new crops to market, the increase is becoming more general and more pronounced. In July the excess footed up 1,991 thousand dollars, in August it rose to 2,323 thousand, and now in September we have an increase of over 3,600 thousand. In July there were 14 roads reporting a decrease, in August 13, and in September only 6. The ratio of gain for the latter month is about 14 per cent, while for August it was but 10, and for July but 9. Of course the gain in earnings was made on a larger mileage this year, but mileage has increased only 10½ per cent, while earnings have increased 14, leaving the average earnings per mile this year \$623, against \$605 per mile in 1881. Furthermore, the improvement was recorded in spite of the drawbacks still experienced on account of the short crops of last year. The following table shows earnings and mileage of each individual road.

Name of road.	Gross Earnings.			Mileage.	
	1882.	1881.	Increase or Decrease.	1882.	1881.
	\$	\$	\$		
Ateh. Top. & S. Fe....	1,302,535	1,155,869	+146,666	1,820	1,790
Baltimore & Ohio.....	1,759,291	1,642,634	+116,657	1,539	1,539
Burl. Ced. Rap. & No.	261,439	221,801	+39,638	659	664
Cairo & St. Louis.....	36,040	34,883	+1,157	148	146
Central Branch U. P.	100,248	84,298	+15,950	388	300
Central Pacific	2,474,000	2,185,303	+288,697	3,101	2,722
Char. Col. & Augusta.	64,810	55,373	+9,437	238	238
Chesapeake & Ohio....	305,065	247,144	+57,921	517	430
Chicago & Alton.....	881,109	774,790	+106,319	847	840
Chic. & Eastern.....	172,777	150,415	+22,362	229	220
Chic. & Gr. Trunk.....	291,451	131,322	+160,129	335	335
Chic. Milw. & St. Paul.	1,930,000	1,644,670	+285,330	4,383	3,900
Chicago & Northwest.	2,47,053	2,292,677	+204,376	3,371	2,941
Chic. St. P. Minn. & O.	482,997	373,370	+109,627	1,070	985
Cin. Ind. St. L. & Ch.	168,285	158,436	+9,849	363	342
Cleve. Ak. & Col.....	50,006	40,213	+9,793	144	144
Col. Hock. Val. & Tol.	290,337	235,663	+54,674	322	322
Denv. & Rio Grande....	595,396	595,287	+9,109	1,160	963
Des Moines & Ft. D....	31,293	47,519	-16,226	110	87
Detroit Lans'g & No.	138,203	122,419	+15,784	226	226
East Tenn. Va. & Ga.	317,130	296,240	+20,890	902	900
Eastern	345,900	323,353	+22,547	283	283
Evansv. & T. Haute....	75,345	70,080	+5,265	157	144
Flint & Pere Marq....	181,343	155,255	+26,088	345	318
Gr. Bay Win. & St. P.	34,881	34,786	+95	225	219
Gulf Col. & Santa Fe.	194,653	129,196	+74,457	482	323
Hannibal & St. Jos....	239,106	215,103	+24,003	292	292
Illinois Central (Ill.)..	643,494	646,411	-2,917	919	919
Do (Iowa lines).....	184,744	182,437	+2,307	402	402
Ind. Bloom. & West....	273,100	217,932	+55,168	684	544
Intern'l & Gt. North....	350,835	277,296	+73,539	731	650
Iowa Central	112,824	99,640	+13,184	244	207
Kan. City Ft. S. & Gulf.	168,282	148,421	+19,861	362	318
Lake Erie & Western.	152,196	124,280	+27,916	385	385
Little Rock & Ft. S....	41,522	44,348	-2,826	168	168
Little Rk. M. R. & Tex.	25,400	23,600	+1,800	170	170
Long Island	241,034	213,621	+27,413	328	328
Louisville & Nashv....	1,107,985	951,566	+156,419	2,025	1,840
Milw. L. Sh. & West....	83,012	65,013	+17,999	275	260
Mo. Kan. & Texas.....	618,701	549,332	+69,369	1,226	1,000
Missouri Pacific.....	801,416	625,133	+176,283	811	796
Mobile & Ohio.....	160,031	120,262	+39,769	528	506
Metropol. Elevated....	198,681	198,978	-298	18	18
N. Y. Elevated	280,005	225,321	+54,684	14	14
N. Y. & New Eng.....	338,490	299,573	+38,917	394	356
Northern Pacific	789,700	534,363	+255,337	1,298	972
Ohio Central	119,377	58,383	+60,994	212	212
Ohio Southern.....	38,511	26,634	+11,877	128	128
Peo'la Dec. & Evansv....	65,524	70,222	-4,698	254	218
Rich. & Danv.....	533,000	327,000	+206,000	737	757
St. L. A. & T. H. m. line.	134,880	129,984	+4,896	195	195
Do do (branches).....	82,779	66,384	+16,395	121	121
St. L. Iron Mt. & So....	724,160	708,325	+15,835	723	686
St. Louis & San Fran....	336,805	279,084	+57,721	681	635
St. Paul & Duluth.....	119,803	65,096	+54,707	175	175
St. Paul Minn. & Man.	832,776	485,736	+347,040	1,020	555
Scioto Valley	54,357	52,640	+1,717	132	132
Texas & Pacific.....	470,613	345,790	+124,823	1,054	800
Tol. Delphos & Burl....	92,610	67,696	+24,914	500	435
Union Pacific	2,949,132	2,844,357	+104,775	3,714	3,346
Wab. St. Louis & Pac.	1,682,382	1,490,028	+192,354	3,423	3,031
Total	29,750,857	26,108,434	+3,642,423	47,739	43,172

* Three weeks only of September in each year.

† For the four weeks ended September 30.

‡ Figures for 1882 are approximate and claimed to be much below what actual will be.

The increase is pretty well distributed, almost all sections participating in the improvement. Northwestern roads, however, again lead. This is the more noteworthy that these roads are as yet deriving comparatively little benefit from the movement of this year's crops. They are too far north for winter wheat, and spring wheat does not move to any great extent as early as September, while corn goes to market still later. In August the Southwestern roads were most prominent, not so much on their own account, (though they made large gains) as because the Northwestern roads had fallen behind. In September the Southwestern roads did not quite maintain the improvement of the previous month, and the Northwestern roads, instead of a falling off in several cases, have in almost every instance very much better earnings than a year ago. In illustration of the latter remark, the Chicago & Northwestern and the Chicago Milwaukee & St. Paul, which both recorded a decrease in August, have this month over half a million increase between them. Among other roads in that section the Chicago St. Paul Minneapolis & Omaha increased its gain of \$17,000 in August to \$109,000 in September, and the Burlington Cedar Rapids & Northern its gain from \$13,000 to pretty nearly \$40,000. The St. Paul Minneapolis & Manitoba and the Northern Pacific still continue to make heavy gains. Roads running South and Southwest from Chicago and which carry a large amount of winter wheat to that city, did quite well in September. The Chicago & Alton gains \$106,319, and the Chicago & Eastern Illinois on smaller earnings has about the same ratio of increase. The Illinois Central, on the other hand, while it records a small improvement on its Iowa lines, offsets this by a slight loss on its Illinois line. The movement of wheat over all the Illinois roads must have been heavy; and yet the increase in this cereal, if the figures of receipts at the principal Western points can be taken as a criterion, was insufficient to counterbalance the heavy loss in corn, as the following table will show.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED SEPT. 30.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1882	191,947	4,533,177	4,185,631	2,674,444	555,162	305,265
1881	203,252	1,233,315	11,464,299	1,498,376	463,781	216,413
Milwaukee—						
1882	183,522	511,741	53,450	214,700	499,627	32,475
1881	202,800	656,922	56,950	136,028	661,103	325,826
St. Louis—						
1882	250,411	2,397,770	120,085	481,487	89,694	61,112
1881	128,916	1,148,022	1,514,295	647,431	290,764	99,539
Toledo—						
1882	3,097	2,711,426	359,187	170,935	2,942	23,632
1881	6,068	848,883	350,066	134,535	.....	13,087
Detroit—						
1882	15,675	879,363	25,320	143,778	18,102	39
1881	56,728	682,409	61,974	69,944	33,581	1,941
Cleveland—						
1882	3,069	191,218	5,500	47,180	1,000	1,000
1881	10,974	52,700	116,500	128,800	65,853	450
Peoria—						
1882	5,194	30,200	374,800	742,100	35,800	78,950
1881	4,845	33,350	1,329,700	853,775	36,500	155,750
Duluth—						
1882	17,200	424,321	.....	.....	.....	.....
1881	18,500	269,134	.....	.....	.....	.....
Total of all						
1882	670,115	11,679,216	5,423,973	1,474,622	1,202,327	502,503
1881	632,083	4,924,735	14,896,781	3,468,889	1,551,882	812,859

Here we see that while the receipts of wheat this year were more than double those of last year, having risen from 4,924,735 bushels to 11,679,216 bushels, a gain of 6,700,000 bushels, and there was a further gain of one million bushels in oats, the receipts of corn fell off from 14,896,784 bushels to 5,423,973 bushels, a loss of over nine million bushels. At Chicago, especially, was the loss severely felt, for the corn receipts dwindled from 11½ million bushels to 4½ million bushels, a contraction of seven millions, against which wheat and oats increased only about 4½ millions. That the Chicago roads show a large increase in earnings, despite the smaller grain movement, is positive proof of great industrial activity and business expansion, which,

together with an enlarged volume of passenger traffic, is adding largely to railroad receipts. Toledo appears to have profited most from the augmented receipts of wheat, since, its corn receipts being very small, there was no loss here to wipe out the gain in wheat. At St. Louis, corn, oats, barley and rye all exhibit a decrease, but this was to a great extent neutralized by the increase in wheat. For a minor point, Peoria, as in previous months, has suffered more, comparatively, than any other point embraced in our table. Corn is its most important cereal, and of this it received only 374,800 bushels this year, against 1,329,700 bushels last year, making its total receipts of all kinds of grain but 1,261,850 bushels, as compared with 2,409,075 bushels in 1881, or a diminution of about one-half. Probably this accounts for the loss of \$4,698 in the earnings of the Peoria Decatur & Evansville road.

As already remarked, Southwestern roads, though they did well, fell somewhat behind August in point of improvement on last year. The St. Louis & San Francisco, the St. Louis Iron Mountain & Southern and the Missouri Kansas & Texas all have smaller gains this month than last, as have also the trunk-line connections, such as the Missouri Pacific and the Wabash St. Louis & Pacific. As to the latter, it is to be said that the disparity in mileage between the two years is no longer so great as it was. Hannibal & St. Joseph also has a smaller increase in earnings in September than in August. Atchison Topeka & Santa Fe, on mileage only 30 miles greater than last year, increased its September earnings \$146,000, which also is somewhat below the gain in August. On the other hand, roads down in Texas which connect with the Southwestern lines made greater improvement in September than in the month preceding. This is true particularly of the International & Great Northern and the Texas & Pacific, and applies as well to the Gulf Colorado & Santa Fe. Aside from an increased volume of general trade, these Texas roads had a favorable element in a slightly larger cotton movement, Texas differing in this respect from almost every other Southern State, cotton being this year very backward all over the South, which entailed a large falling off in earnings upon many Southern roads. To give the reader some idea as to how the cotton movement compares in the two years, we have had prepared the subjoined table showing the receipts of cotton at the Southern outports during September, 1882 and 1881.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN SEPT., 1882 AND 1881.

	1882.	1881.	Difference.
Galveston.....bales.	73,739	72,637	Inc.... 1,102
Indianola, &c.....	4,654	3,369	Inc.... 1,285
New Orleans.....	45,938	96,302	Dec.... 50,364
Mobile.....	22,804	24,755	Dec.... 1,951
Florida.....	312	395	Dec.... 83
Savannah.....	82,713	100,626	Dec.... 17,913
Brunswick, &c.....	1,314	1,695	Dec.... 381
Charleston.....	53,470	52,502	Inc.... 968
Port Royal, &c.....	24	14	Inc.... 10
Wilmington.....	9,346	10,961	Dec.... 1,615
Morehead City, &c.....	436	292	Inc.... 144
Norfolk.....	19,714	44,943	Dec.... 25,229
City Point, &c.....	4,567	12,628	Dec.... 8,061
Total.....	319,061	421,149	Dec.... 102,088

The falling off in the total movement at all ports is 102,000 bales, or about 25 per cent. But it is New Orleans that suffered most, for instead of receipts of 96,000 bales, as in 1881, it had this year only 46,000 bales, a loss of over 50,000 bales. This backwardness of the crop—especially in Mississippi—accounts for the heavy falling off in the earnings of the Mobile & Ohio, for although the receipts of cotton at Mobile indicate a decrease of only about 2,000 bales, this does not by any means represent the loss to the Mobile & Ohio. That road drains Western Mississippi almost exclusively, while Mobile's receipts are drawn not only from this source, but from the districts in Alabama as well. Now it so happens that while the

movement from Mississippi shows a heavy decrease, that from points in Alabama shows a large gain, making the total movement at that point misleading as to the movement over the different roads. Thus for the first 29 days of September the Mobile & Ohio brought to Mobile this year only 3,495 bales, while in 1881 it brought no less than 13,110 bales; on the other hand the Mobile & Montgomery (Louisville & Nashville line) draining Eastern Alabama, increased its receipts of 3,939 bales in 1881 to 12,278 bales in 1882. As a rule, however, most Southern roads probably had a smaller cotton traffic this year, so that the generally good exhibits of earnings made by them are all the more gratifying, and afford renewed evidence of the prosperity which the South is at present enjoying.

For the first nine months of the year our statement of earnings is nothing less than satisfactory. Of the fifty-two roads in the table, but seven record any decrease, and the total decrease on these foots up no more than \$696,054—while the other 45 aggregate a gain of \$27,466,501, leaving a net increase on all roads of about 26½ million dollars, which is certainly a handsome sum, considering how short all crops were. Annexed is our usual table showing the figures of individual roads.

GROSS EARNINGS FROM JANUARY 1 TO SEPTEMBER 30.

Name of Road.	1882.	1881.	Increase.	Decrease.
	\$	\$	\$	\$
Atch. Top. & Santa Fe....	10,412,198	8,559,348	1,852,850	
Burl. Cedar Rap. & No....	1,976,033	1,602,296	373,737	
Calro & St. Louis.....	272,756	309,491		36,738
Cent. Branch Union Pac.	633,910	722,947		89,037
Central Pacific.....	19,953,619	17,063,092	1,930,527	
Chesapeake & Ohio.....	2,402,421	2,031,221	371,203	
Chicago & Alton.....	5,818,181	5,466,701	351,780	
Chic. & Eastern Illinois.	1,305,653	1,193,008	112,645	
Chicago & Grand Trunk.	1,541,234	1,091,548	449,686	
Chicago Milw. & St. Paul	11,100,060	12,010,533		2,089,462
Chicago & Northwest.....	17,272,007	15,633,596	1,638,411	
Chic. St. P. Minn. & Omaha.	3,494,194	2,817,396	676,798	
Cin. Ind. St. L. & Chic....	1,828,859	1,684,960	143,899	
Cleve. Ak. & Col.....	367,610	309,729	57,881	
Col. Hock. Val. & Tol....	2,091,101	1,699,048	395,053	
Denver & Rio Grande....	4,772,034	4,168,273	603,761	
Des Moines & Ft. Dodge.	255,161	290,921		35,760
Detroit Lansing & No....	1,172,774	1,002,622	170,152	
Flint & Pere Marquette..	1,546,505	1,353,869	192,636	
Gulf Col. & Santa Fe.....	961,273	1,684,960		254,091
Hannibal & St. Joseph..	1,579,206	1,635,375		56,169
Ill. Central (Ill. line).	5,135,141	4,932,140	203,001	
Do (la. leased lines).	1,367,703	1,338,327	29,376	
Indiana Bloom. & West..	1,910,421	1,865,819	44,602	
Int. & Gt. North.....	2,158,934	1,870,620	288,314	
Iowa Central.....	848,132	679,876	168,256	
Kan. City Ft. S. & Gulf..	1,234,464	1,100,618	133,846	
Lake Erie & Western.....	1,685,557	1,041,422	644,065	
Long Island.....	1,773,845	1,533,196	240,649	
Louisville & Nashville..	9,332,034	8,122,410	1,200,624	
Milw. L. Shore & West'n.	617,633	423,011	194,624	
Mo. Kansas & Texas.....	4,373,785	3,843,296	530,489	
Missouri Pacific.....	5,659,741	4,886,440	773,301	
Mobile & Ohio.....	1,324,599	1,624,498		299,899
Metropolitan Elevated..	2,049,445	1,843,009	206,435	
New York Elevated.....	2,419,696	2,144,813	274,883	
New York & N. England.	2,540,783	2,067,913	472,870	
Northern Pacific.....	4,870,460	2,660,942	2,209,518	
Ohio Central.....	745,130	458,414	286,716	
Peoria Dec. & Evansville.	586,502	504,630	81,872	
Richmond & Danville..	2,536,050	2,451,893	84,157	
St. L. & T. H. main line.	986,904	1,090,665		103,761
Do do (branches).	626,210	514,902	81,308	
St. L. Iron Mt. & South'n.	5,146,933	5,221,653		74,690
St. Louis & S. Francisco.	2,550,904	2,279,441	271,463	
St. Paul & Duluth.....	740,511	505,112	235,406	
St. Paul Minn. & Man....	6,118,864	3,233,459	2,882,405	
Scioto Valley.....	393,332	309,962	83,370	
Texas & Pacific.....	3,340,576	2,787,630	552,940	
Toledo Delphos & Burl..	658,962	466,894	192,068	
Union Pacific.....	21,111,219	18,973,016	2,138,203	
Wabash St. L. & Pac.....	12,285,011	10,391,883	1,893,128	
Total.....	199,284,612	172,514,105	27,466,501	696,054
Net increase.....			26,770,447	

* Three weeks only of September in each year.

Net earnings for August make a more generally favorable exhibit than has been the case for a long time past. We have the returns of 19 roads from different sections of the country, and with two exceptions—Chicago Burlington & Quincy and Des Moines & Fort Dodge—they all report larger net earnings than a year ago. The Chicago Burlington & Quincy has a much smaller decrease than in either of the three months immediately preceding, and in its case, as well as in that of the Des Moines & Fort Dodge, the cause for the diminution is to be found, without doubt, in the great contraction that has taken place in the movement of corn. The Chicago Burlington & Quincy is now \$534,000 behind 1881 in net, but a part of

this at least should be recovered during the last three months of the year. The Burlington Cedar Rapids & Northern is the only other Northwestern road in our list, and this continues to record gains on last year, being for the eight months \$201,786 ahead of 1881; but it should be remembered that in the early part of the latter year its net earnings were very much reduced by snow and ice and generally severe weather. Union Pacific reports an increase in net of \$265,855 for August and of \$652,861 for the eight months on its main line and branches.

The large gain by the Pennsylvania was commented upon by us when the figures were first published, two weeks ago. The Northern Central, another Pennsylvania road, relatively does even better, having increased its net earnings from \$94,335 in August, 1881, to \$371,221 in August, 1882, and being now for the eight months \$273,179 ahead of 1881. As compared with 1880 the increase for the eight months is as much as half a million dollars. The Philadelphia & Reading does not vary its figures of last year much. For August there is a small loss on the Railroad Company and a small gain on the Coal Company; and for the eight months this is reversed, the Railroad showing a slight increase and the Coal Company a slight decrease.

Among Southern roads the Chesapeake & Ohio is again conspicuous for its great growth in earnings. The net for August this year were \$172,845, while last August they were but \$47,773, and for the eight months they foot up \$615,276, against \$235,774 in the corresponding period of 1881, an increase of pretty nearly \$400,000. The Elizabethtown Lexington & Big Sandy, a link in the Chesapeake & Ohio system, had \$17,500 net for August, and \$91,096 for the eight months. As said in our previous review, the fixed charges on this line at present are calculated to be less than \$10,000 a month. The Louisville & Nashville has larger net than in August 1881, but the gain is small, there having been a heavy increase in expenses. Nashville Chattanooga & St. Louis has earnings about the same as in August a year ago, while the Norfolk & Western has added over \$16,000 to its net of August, 1881, and is now only \$11,409 below last year on the figures for the eight months. The following table exhibits the gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	August.			Jan. 1 to Aug. 31.	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
Buffalo Pitts. & West.....	91,422	47,661	43,761	557,307	280,856
Do do 1881.....	72,009	40,016	31,993	435,815	193,049
Burl. Cedar Rap. & No.....	2,430	149,708	75,312	1,714,594	537,081
Do do 1881.....	309,112	137,470	71,642	1,389,865	355,345
Chesapeake & Ohio.....	381,454	208,609	172,845	2,007,359	615,276
Do do 1881.....	262,858	215,055	47,773	1,764,077	235,774
Chic. Burl. & Quincy.....	2,038,253	976,236	1,110,592	12,867,476	5,751,791
Do do 1881.....	2,173,045	991,478	1,182,467	13,160,850	6,289,271
Des Moines & Ft. D.....	23,242	20,946	7,246	223,408	69,008
Do do 1881.....	51,450	25,087	26,363	241,402	47,170
Eliz. Lex. & Big Sandy.....	54,264	36,761	17,500	305,401	91,096
Do do 1881.....					
Louisv. & Nashv.....	1,020,000	808,212	211,788	8,211,694	3,027,804
Do do 1881.....	876,193	554,529	321,664	7,170,844	2,574,740
Marq. Houghton & On.....	106,043	55,988	110,415	448,324	148,324
Do do 1881.....	155,085	48,053	107,032	281,725	81,725
Nash. Chat. & St. Louis.....	168,804	100,011	68,293	1,216,040	509,138
Do do 1881.....	16,317	109,757	67,500	1,397,972	552,680
Norfolk & Western.....	222,160	106,540	115,620	1,438,633	604,822
Do do 1881.....	166,122	96,725	99,397	1,364,026	616,321
Northern Central.....	667,488	295,207	371,221	3,828,842	1,471,238
Do do 1881.....	408,008	202,337	205,671	2,928,109	1,195,039
Oregon & California.....	80,300	62,340	18,000		
Do do 1881.....					
Penn. (all lines east of Pitts. & Erie).....	4,671,179	2,638,319	2,032,860	31,471,176	11,870,075
Do do 1881.....	3,809,978	2,335,474	1,444,504	29,141,235	11,036,939
Phila. & Erie.....	4,309	233,011	186,418	2,392,009	920,904
Do do 1881.....	303,849	243,257	60,592	2,315,545	738,433
Philadelp'a & Reading.....	1,075,993	1,025,007	950,048	5,593,948	2,595,657
Do do 1881.....	2,043,897	907,224	1,003,763	12,973,801	5,732,067
Phila. & Read. C. & Iron.....	1,615,208	1,393,594	221,214	9,309,932	504,024
Do do 1881.....	1,521,439	1,389,383	151,593	8,831,152	632,335
Union Pacific.....	2,827,904	1,229,405	1,607,409	18,802,449	8,581,000
Do do 1881.....			1,341,534		7,228,109
Utah Central.....	120,877	59,792	61,085	1,011,006	501,848
Do do 1881.....	102,316	41,749	57,567		
West Jersey.....	19,246	89,850	109,399	778,902	395,197
Do do 1881.....	174,543	171,324	102,021	689,945	308,819

NAME.	September.			Jan. 1 to Sept. 30.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Richmond & Danville.. 1882	\$ 333,000	\$ 180,000	\$ 153,000	\$ 2,530,050	\$
Do do 1881	327,000	191,000	136,000	2,451,803	.....

NAME.	July.			Jan. 1 to July 31.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Evans & Terro Haute.. 1882	\$119,077	\$39,500	\$80,177	\$	\$
Do do 1881	60,550	53,285	7,274	.....	.....
Oregon Improvement Co. 1882	202,875	\$185,283	17,592	1,758,220	600,457
Do do 1881	.....	.....	.....	.....	.....

* Including \$17,369 for taxes, and repairs on steamers and wharves.

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Sept. 30.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12-5 7/8 @ 12-6 3/8	Sept. 30	Short.	12-14
Amsterd. can.	Short.	12-3	Sept. 30	Short.	12-14
Hamburg	3 mos.	20-70 @ 20-74	Sept. 30	Short.	20-43
Berlin	"	20-71 @ 20-75	Sept. 30	"	20-45
Frankfort	"	20-71 @ 20-75	Sept. 30	"	20-45
Vienna	"	12-6 1/2 @ 12-11 1/4	Sept. 30	"	11-92
Antwerp	"	25-60 @ 25-65	Sept. 30	"	25-28
St. Petersburg	"	23-18 @ 23-19	Sept. 30	"	23-18
Paris	Checks	25-26 1/2 @ 25-31 1/4	Sept. 30	"	25-28
Paris	3 mos.	25-52 1/2 @ 25-57 1/4	Sept. 30	Long.	25-30
Genoa	"	25-97 1/2 @ 26-02 1/2	Sept. 30	Short.	.....
Madrid	"	46 @ 46 1/2	Sept. 30	"	47-20
Cadiz	"	46 @ 46 1/4	Sept. 30	"	47-20
Lisbon	"	51 1/16 @ 51 1/8	Sept. 30	"	.....
New York	"	1s. 7 1/2 d.	Sept. 29	Short.	4-51
Bombay	60 days	1s. 7 1/2 d.	Sept. 30	4 mos.	1s. 7 1/2 d.
Calcutta	"	1s. 7 1/2 d.	Sept. 30	"	1s. 7 1/2 d.
Hong Kong	"	.....	Sept. 30	"	3s. 9 1/2 d.
Shanghai	"	.....	Sept. 30	"	5s. 2 1/4 d.

[From our own correspondent.]

LONDON, Saturday, Sept. 23, 1882.

The money market is regarded as being in a condition of uncertainty, and there are many who still believe in higher rates of discount. The question of an advance was, from some unaccountable cause, discussed this week, but the directors of the Bank have made no alteration, and none was needed. The official quotation remains therefore at 5 per cent, but in the open market the rate for the best three months bills does not exceed 4 1/4 per cent. A difference, therefore, of 3/4 per cent, combined with other features to be alluded to, tends to the conclusion that dearer money, in the immediate future, is scarcely possible. This week's Bank return is somewhat more favorable, the note circulation having been diminished by £117,920, while the supply of bullion has been augmented to the extent of £136,291. The total reserve has, therefore, been increased by £254,211, and the proportion of reserve to liabilities has risen from 39-18 to 39-77 per cent. Since the Bank return was published there has, it is understood, been a further improvement in the position of the establishment, but the process of recovery is decidedly slow, and the Bank of England is not in a strong position for the period of the year.

There are some who contend that the advance in the Bank rate last Thursday week to 5 per cent, if not injudicious, was a hasty step. Although this view is shared by a few, it is not the one entertained by the majority, and it is becoming more and more evident that the movement was a necessary, and therefore a judicious, one. The German and Dutch money markets remain firm, and are dearer than our own. There are also some uncertainties regarding the future gold movements between this country and the United States, and these facts produce firmness in the market; but on the other hand, the rates of discount in Paris are very easy, and should necessity demand it we shall be able to draw gold from that market. The necessity has not yet arisen, but the Bank of France rate is only 3 1/2 per cent, and Paris is now the cheapest money market in the world. The position of the Bank of France is an exceptionally strong one, and the course of the Paris money market is, therefore, eagerly watched, as upon it depends greatly the London money market during the summer months.

A prominent result of the advance in the Bank of England rate of discount to 5 per cent has been the check which has been given to speculative enterprise. The present rates of discount do not interfere with legitimate trade, and hence there is no cause for grievance; but monetary uncertainties usually keep speculative action in check, and this seems to have been the case at the present time, for, while genuine business has been making uninterrupted progress, the want of animation, which

is regarded as a prominent feature in commercial circles, is due to the great caution which speculators are accustoming themselves to. The same remark applies to the financial world. Fewer companies are being introduced to public notice, and a general desire to operate cautiously has therefore manifested itself. The rates of discount now current in this country are not likely therefore to work adversely to our commerce, and, unless there should be any active revival of the demand for gold for exportation, which is regarded as improbable, we may expect the money market to remain in its present comparatively easy condition. The following are the present rates for money:

	Per cent.	Open-market rates—	Per cent.
Bank rate.....	5	4 months' bank bills.....	4 1/4 @ 4 3/8
Open-market rates.....	4 1/4	6 months' bank bills.....	4 1/4 @ 4 3/8
30 and 60 days' bills.....	4 1/4	4 & 6 months' trade bills.....	4 1/2 @ 5 1/2
3 months' bills.....	4 1/4		

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks.....	3 1/2
Discount houses at call.....	3 1/2
Do with 7 or 14 days' notice.....	3 3/4

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of mid-ling upland cotton, of 40-mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
Circulation.....	26,077,060	26,054,590	26,621,530	27,725,940
Public deposits.....	5,245,075	5,401,873	6,629,864	6,003,043
Other deposits.....	23,194,356	25,487,406	24,469,234	31,479,076
Government securities.....	11,682,205	14,557,649	15,377,851	16,336,224
Other securities.....	23,937,891	21,914,456	17,575,975	17,326,317
Reserve of notes & coin.....	11,410,925	13,005,138	16,699,077	22,374,587
Coin and bullion in both departments.....	21,737,935	23,309,728	23,323,607	35,100,527
Proportion of reserve to liabilities.....	39-77	41 3/4	53 1/4	59 1/4
Bank rate.....	5 p. c.	4 p. c.	2 1/2 p. c.	2 p. c.
Consols.....	99 3/4	99 3/4	97 3/4	97 3/4
Eng. wheat, av. price.....	44s. 5d.	51s. 5d.	42s. 11d.	47s. 4d.
Mid. Upland cotton.....	7 1/2 d.	7 3/4 d.	7d.	6 1/2 d.
No. 40 Mule twist.....	10 1/2 d.	10 3/4 d.	11d.	9 1/2 d.
Clearing-house return.....	100,969,000	125,277,000	111,139,000	69,752,000

There has been no export demand for gold during the week, and all arrivals, amounting to £273,000, have been sent into the Bank. The silver market has been dull, and prices are weaker, and Mexican dollars have attracted very little attention. India Council bills have been disposed of at 1s. 8d. the rupee. During the last ten days about £210,000 in silver has been shipped to India, and engagements have also been entered into for forward delivery. The following prices of bullion are from Messrs. Pixley & Abell's circular:

GOLD.		s.	d.	s.	d.
Bar gold, fine.....	per oz. standard.	77	9	@	.....
Bar gold, cont. 20 dwts. silver.....	per oz. standard.	77	10 1/2	@	.....
Spanish doubloons.....	per oz.	73	10	@	.....
South American doubloons.....	per oz.	73	9	@	.....
United States gold coin.....	per oz.	76	3 1/2	@	.....
German gold coin.....	per oz.	.....	@	.....	.....
SILVER.		d.	d.		
Bar silver, fine.....	per oz. standard, last price.	51 7/8	@	.....	.....
Bar silver, contain'g 5 grs. gold, per oz. stand., last price.	52 1/4	@	.....	.....	.....
Cake silver.....	per oz. 56	@	.....	.....	.....
Mexican dollars.....	per oz., last price.	50 9/16	@	.....	.....
Chilian dollars.....	per oz.	.....	@	.....	.....
Quicksilver, £6. Discount, 3 per cent.					

The following are the current rates for money at the leading foreign centres:

Bank rate.	Open Market.	Bank rate.	Open Market.
Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris.....	3 1/2	Madrid and other Spanish cities.....	4 1/2
Brussels.....	4 1/4	St. Petersburg.....	6
Amsterdam.....	4	Geneva.....	4
Berlin.....	5	Genoa.....	5
Hamburg.....	4 1/4	Copenhagen.....	4 1/2
Frankfort.....	4 1/4		
Vienna.....	4		

The wheat trade has remained dull, and sales have been difficult, except by submitting to lower prices. The supplies available are very large, and there is no necessity for millers purchasing beyond their actual wants, as there is more probability of prices declining than advancing. A reference to the table given below shows that our imports of wheat and flour, as well as the deliveries of home-grown produce, are, for the first three weeks of the season, largely in excess of previous seasons, and consequently the weakness of the trade is easily accounted for.

Sir J. B. Lawes, who has for many years past written upon the yield of the wheat harvest, and whose figures are regarded as very trustworthy, has just issued his usual statement. He arrives at the conclusion that we shall require to import during the season about 14,000,000 quarters of foreign produce. Respecting this year's crop he presents the following figures:

	Un-Farm-yard manured. manure plot 3. plot 2.		Artificial manures— Plot 7. Plot 8. Plot 9.		Mean of plots 7, 8, & 9.		Mean of plots 3, 2, & 1.	
	Bushels of Dressed Corn per Acre.							
1882.....	11	32	35	37	31	34	26	31
Av. 10 yrs. '72-81. 10 1/2	23	26	26	31	31	31	23	(2)
Av. 20 yrs. '52-71. 14 1/2	35	35	35	35	35	35	28	(3)
Av. 30 yrs. '52-81. 13 1/2	33	32	32	35	35	31	27	(4)
Weight per Bushel of Dressed Corn—lbs.								
1882.....	58 1/2	60	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	
Av. 10 yrs. '72-81. 57 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	
Av. 20 yrs. '52-71. 57 1/2	60	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	
Av. 30 yrs. '52-81. 58	60	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	
Total Straw, Chaff, &c., per Acre—Cwts.								
1882.....	9 1/2	35 1/2	51 1/2	62 1/2	56	56 1/2	34 1/2	
Av. 10 yrs. '72-81. 8 1/2	28	28 1/2	36 1/2	40 1/2	35 1/2	35 1/2	24	
Av. 20 yrs. '52-71. 13	33 1/2	35 1/2	41 1/2	41 1/2	39 1/2	39 1/2	28 1/2	
Av. 30 yrs. '52-81. 11 1/2	32	33	39 1/2	41 1/2	38	38	27 1/2	

(1) Equal to 25 1/2 bushels at 61 lbs. per bushel.
 (2) Equal to 22 1/2 bushels at 61 lbs. per bushel.
 (3) Equal to 27 1/2 bushels at 61 lbs. per bushel.
 (4) Equal to 26 1/2 bushels at 61 lbs. per bushel.

The quantity of wheat now estimated to be afloat to the United Kingdom is 2,000,000 quarters, against 2,050,000 quarters last week, and 1,865,000 quarters last year. Of flour the total is 172,000 quarters, against 152,000 quarters last week, and 116,000 quarters last year—making a grand total of wheat and flour of 2,181,000 quarters, against 1,981,000 quarters in 1881. Of Indian corn the supply afloat is 137,000 quarters, against 139,000 quarters last week, and 294,000 quarters in 1881.

The following returns show the extent of the imports of cereal produce into the United Kingdom during the first three weeks of the season, compared with the corresponding period in the three previous seasons:

	1882.	1881.	1880.	1879.
Wheat.....cwt.	6,233,903	3,352,674	5,716,236	4,829,577
Barley.....	35,047	182,282	357,529	465,741
Oats.....	869,649	933,053	1,013,379	668,040
Peas.....	54,783	27,136	24,661	29,271
Beans.....	78,789	123,897	80,580	103,302
Indian corn.....	1,171,004	2,115,829	3,268,851	1,447,193
Flour.....	811,335	648,410	655,951	512,000

The following quantities of wheat and flour are estimated to have been placed on the British markets since the commencement of the season; the return also gives the average price of home-grown wheat for the season, the visible supply in the United States, and the estimated quantity of produce afloat:

	1882.	1881.	1880.	1879.
Imports of wheat.cwt.	6,233,903	3,352,674	5,716,236	4,829,577
Imports of flour.....	811,335	648,410	655,951	512,000
Sales of home-grown produce.....	2,081,800	1,707,420	1,547,950	749,303
Total.....	9,127,038	5,708,504	7,920,137	6,090,880
Average price of English wheat for season, qr.	45s. 10d.	53s. 7d.	42s. 9d.	45s. 10d.
Visible supply of wheat in the U. S. ....bush.	13,600,000	19,500,000	14,800,000	17,927,000
Afloat to United Kingdom.....qr.	2,181,000	1,981,000	.....	.....

LONDON, Saturday, September 30, 1882.

The money market opened this week with a very quiet appearance, and the rates of discount were decidedly easy, at about 4 1/4 per cent for the best three months bank bills, but as the close of the week, and of the quarter, was approached, a firmer tone prevailed, and the quotation is now 4 1/2 to 4 3/4 per cent. American exchange, owing to the dearth of money in New York, has been less favorable to us, and this has been a prominent reason for the renewed firmness of the market. The German money market also retains a firm appearance; but Paris is easy, and until there is some movement at that centre there will not probably be much change elsewhere, at all events in Europe. During the next few days the open market rates of discount will probably steadily approach those current at the Bank of England, but any further change is not expected to take place until the Paris market assumes a firmer position. The Bank of France is still strong, and is keeping in check the upward movement in the value of money elsewhere, but some heavy demands may soon be made upon it, and the directors may be compelled to increase their terms. The following are the present quotations for money:

	Per cent.	Open market rates—	Per cent.
Bank rate.....	6	4 months' bank bills.....	4 1/2 to 4 3/4
Open-market rates—		6 months' bank bills.....	4 1/2 to 4 3/4
30 and 60 days' bills.....	4 3/4 to 4 1/2	4 & 6 months' trade bills.....	4 1/2 to 4 3/4
3 months' bills.....	4 3/4 to 4 1/2		

The following rates of interest are allowed by the joint stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks.....	3 1/2
Discount houses at call.....	3 1/2
Do with 7 and 14 days' notice.....	3 1/4

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of

middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
Circulation.....	26,188,875	22,310,535	26,965,730	24,988,915
Public deposits.....	5,100,799	5,076,209	7,153,116	5,479,528
Other deposits.....	28,895,915	24,961,655	24,470,185	31,088,807
Government securities.....	11,682,205	14,512,549	13,377,831	10,832,592
Other securities.....	24,341,156	21,585,220	18,611,369	17,451,499
Reserve of notes & coin.....	11,343,900	12,508,691	16,178,671	20,845,958
Coin and bullion in both departments.....	21,982,775	23,039,226	28,144,401	34,834,783
Proportion of reserve to liabilities.....	39.53	41 1/4	50 1/2	56 1/2
Bank rate.....	5 p. c.	1 p. c.	2 1/2 p. c.	2 p. c.
Consols.....	100 1/4	99 1/4	97 1/4	98 1/4
Eng. wheat, av. price.....	42s. 1d.	48s. 5d.	42s. 11d.	46s. 5d.
Mid. Upland cotton.....	6 1/2d.	7 1/2d.	6 1/2d.	6 1/2d.
No. 40 mule twist.....	10 1/2d.	10 1/2d.	10 1/2d.	9 1/2d.
Clearing House return.....	129,401,000	87,702,000	82,452,000	102,920,000

The general trade of the country still runs extremely quiet, but there is a fair degree of steadiness apparent, especially in the wool trade. The public sales, which are just concluding, have been fairly attended, and they indicate that the demand for woollen goods is upon a satisfactory scale. It is well known throughout the United States that for a series of years our summers have been very brief, and consequently only very few have resorted to light clothing. Hence, the demand for woollen goods has been maintained to its full average extent, while there has at the same time been a diminished consumption of cotton goods. Three months only of the year remain, and as there are not at present any indications of an active revival of business, and as the money market is in an uncertain condition, it is not expected that any important feature will present itself.

There has been no export demand for gold, and all the supplies which have arrived from abroad have been sent into the Bank. Silver has declined in value, and Mexican dollars have been sold at recent quotations. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	GOLD.	s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9	@
Bar gold, contain'g 20 dwts. silver.....	per oz. standard.	77 10 1/2	@
Spanish doubloons.....	per oz.	73 10	@
South American doubloons.....	per oz.	73 9	@
United States gold coin.....	per oz.	76 3 1/2	@
German gold coin.....	per oz.	.....	@
	SILVER.	d.	d.
Bar silver, fine.....	per oz. standard.	51 1/2	@
Bar silver, contain'g 5 grs. gold.....	per oz. standard.	52 1/2	@
Cake silver.....	per oz.	56	@
Mexican dollars.....	per oz.	50 1/2	@
Chilian dollars.....	per oz.	.....	@
Quicksilver, &c.	Discount, 3 per cent.		

Stock Exchange business has been far from active. The uncertainty which exists with regard to the future course of the money markets keeps speculation in check; but prices are, in many cases, high, and this is an additional reason for the caution which prevails. A feature during the week has been a renewed demand for electric light shares, the value of which has decidedly improved. It may be observed, however, that the electric light is being less extensively used in the streets of London, the experiments of last winter having failed to give general satisfaction to the Corporation.

The number of failures in England and Wales gazetted during the week ending Saturday, September 23, was 159, against 176, showing a decrease of 17, or a net decrease in 1882 to date of 709. The number of bills of sale published in England and Wales was 652, against 913, showing a decrease of 261, or a net decrease in 1882 to date of 1,871. The number published in Ireland for the same week was 24, against 33, a decrease of 9, being a net decrease to date of 298.

The wheat trade has remained very quiet, but, the New York market being reported somewhat firmer, there has been perhaps rather more steadiness during the last few days, but no animation has manifested itself. The supplies of produce offering are still liberal, and an important feature in the trade, causing depression, is that Russian wheat is being pressed for sale by the Russian banks, who have been making considerable advances to the farmers for some time past. Ghirka wheats are now selling at 38s. to 40s. per quarter, and other Russian wheats are low in value in proportion. Our imports continue upon a large scale, and the supplies of produce afloat to this country are liberal.

According to the *Bulletin des Halles* the harvest in France amounts this year to 112,400,000 hectolitres, or 2,000,000 hectolitres above that of an average year; but the specific weight is below the average. The total yield in bread is thus estimated at 73,943,200 kilos as compared with an average of 76,296,200 kilos. It is estimated in this country that during the season now current France will have to import from abroad about 8,000,000 quarters of wheat.

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom:

	At present.	Last week.	Last year.
Wheat.....	qrs. 1,960,000	2,009,000	1,945,000
Flour.....	180,000	172,000	131,000
Indian corn.....	137,000	137,500	247,000

The following return shows the quantities of wheat and flour which have been placed upon the British markets during the first four weeks of the present and last three seasons:

	1882.	1881.	1880.	1879.
Imports of wheat, cwt.	7,753,923	4,638,205	7,540,094	6,522,308
Imports of flour.....	1,003,821	899,206	854,966	720,712
Sales of home-grown produce.....	2,973,620	2,515,413	2,453,000	998,460

Total.....11,733,364 8,052,824 10,848,060 8,241,470

Annexed are some additional particulars regarding the wheat trade:

	43s. 7d.	52s. 3d.	41s. 2d.	45s. 11d.
Average price of English wheat for season, qrs.				
Visible supply in United States.....	13,300,000	19,800,000	14,200,000	17,366,000
Est. supply of wheat & flour afloat to the United Kingdom, qrs.	2,140,000	2,076,000		

The following return shows the extent of the imports of grain and flour into the United Kingdom during the first four weeks of the season, compared with the corresponding period in the three previous seasons:

	1882.	1881.	1880.	1879.
Wheat.....cwt.	7,753,923	4,638,205	7,540,094	6,522,308
Barley.....	573,870	409,633	626,079	617,814
Oats.....	1,080,888	1,277,826	1,303,060	1,122,398
Peas.....	71,012	43,457	64,745	42,915
Beans.....	101,992	206,275	115,902	161,417
Indian corn.....	1,410,894	2,729,418	4,314,876	1,856,156
Flour.....	1,005,821	899,206	854,966	720,712

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending October 13:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51 3/4	51 3/4	51 3/4	51 11/16	51 11/16	51 11/16
Consols for money.....	100 7/8	100 7/8	100 7/8	100 7/8	100 7/8	101 1/8
Consols for account.....	100 11/16	101 1/16	101 1/16	101 1/16	101 1/16	101 7/8
Fr. rentes (in Paris) fr.	81 7/8	81 7/8	81 7/8	81 7/8	81 7/8	81 7/8
U. S. 5s ex't'd into 3 1/2s	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	102
U. S. 4 1/2s of 1891.....	115 3/4	115 3/4	115 3/4	116 1/4	116 1/4	116 1/4
U. S. 4s of 1907.....	122	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Erie, common stock.....	43 3/4	43 3/4	44 1/4	44 3/4	44 3/4	43 3/4
Illinois Central.....	124 1/2	144 1/2	146	147	149 1/2	149 1/2
Pennsylvania.....	65 3/4	65 3/4	66 1/4	66 3/4	66 3/4	66 3/4
Philadelphia & Reading.....	32 3/4	32 3/4	32 3/4	32 3/4	32 3/4	32 3/4
New York Central.....	136 3/4	136 3/4	137 3/4	138	137 3/4	137

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat, No. 1, wh. "	8 11	8 11	8 11	8 11	8 11	8 10
Spring, No. 2, " "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West, " "	8 5	8 5	8 5	8 6	8 6	8 6
Cal. white, " "	9 1	9 2	9 2	9 4	9 4	9 4
Corn, mix., West, "	6 8	6 9	7 0	7 1	7 1	7 0
Pork, West, mess., p bbl.	97 0	97 0	97 0	97 0	97 0	97 0
Bacon, long clear, new "	72 0	72 0	72 0	72 0	72 0	72 0
Beef, pr. mess, new, pte.	90 0	90 0	90 0	90 0	90 0	90 0
Lard, prime West, p cwt.	64 0	64 0	64 0	63 6	63 6	63 3
Cheese, Am. choice, new "	56 0	56 0	56 0	56 0	56 0	56 0

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have lately been organized:

- 2788.—The First National Bank of Stanford, Kentucky. Capital, \$250,000. J. S. Hoeker, President; J. W. McAister, Cashier.
- 2789.—The Hillsboro National Bank, Illinois. Capital, \$50,000. Chas. A. Ramsey, President; George M. Raymond, Cashier.
- 2790.—The First National Bank of St. Cloud, Minnesota. Capital, \$50,000. James A. Bell, President; J. G. Smith, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$8,181,793, against \$10,291,260 the preceding week and \$10,203,306 two weeks previous. The exports for the week ended Oct. 10 amounted to \$5,592,524, against \$7,604,027 last week and \$8,283,264 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 5, and for the week ending (for general merchandise) Oct. 6; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods.....	\$1,944,277	\$1,846,246	\$2,214,438	\$2,222,104
Gen'l mer'chise.....	4,337,387	6,494,012	5,743,757	5,959,659
Total.....	\$6,281,664	\$8,340,258	\$7,958,195	\$8,181,793
Since Jan. 1.				
Dry goods.....	\$74,001,609	\$102,647,015	\$89,925,246	\$107,410,535
Gen'l mer'chise.....	175,308,603	278,283,685	249,189,108	283,569,065
Total 40 weeks.....	\$249,309,612	\$380,935,700	\$339,114,354	\$390,949,600

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending October 10, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week....	\$9,736,556	\$8,523,621	\$5,536,912	\$6,592,524
Prev. reported....	256,865,194	309,790,852	262,279,994	255,559,818
Total 40 weeks.....	\$266,601,750	\$318,316,473	\$297,816,906	\$326,152,342

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 7, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$29,632,192	\$.....	\$106,498
France.....		2,326,150		401
Germany.....		83,169		232
West Indies.....		6,088	253,642	826,201
Mexico.....				97,669
South America.....		237,150	2,200	291,179
All other countries.....		1,297,094		30,247
Total 1882.....	\$.....	\$33,802,734	\$255,842	\$1,352,427
Total 1881.....		411,796	708,095	44,983,226
Total 1880.....	2,000	2,153,023	2,745,893	32,684,437
Silver.				
Great Britain.....	\$58,200	\$7,364,437	\$.....	\$26,279
France.....		1,001,150	181	1,208
Germany.....		216,500		128,004
West Indies.....		17,174	6,273	894,653
Mexico.....				819,223
South America.....		813,658		106,359
All other countries.....				26,993
Total 1882.....	\$58,200	\$9,412,916	\$6,454	\$2,002,719
Total 1881.....	170,246	8,362,932	28,131	2,211,771
Total 1880.....	320,386	4,082,636	148,183	4,046,164

Of the above imports for the week in 1882, \$244,920 were American gold coin and \$4,437 American silver coin.

Western Union Telegraph.—At the annual meeting of the stockholders of the West. Union Telegraph Company on Thursday, Messrs. John Pender and Henry Weaver, of London, were elected directors. The only other new members of the board were Percy R. Pyne in place of the late Moses Taylor, and George F. Baker, President of the First National Bank, who has been prominent during the past few months in connection with the management of the Mutual Union Telegraph Company. The only vacancy caused by retirement was that of James H. Banker. The number of directors was increased by one. The new board is constituted as follows: Norvin Green, Thomas T. Eckert, E. D. Morgan, John Van Horne, Augustus Schell, Harrison Durkee, Jay Gould, Russell Sage, A. B. Cornell, Sidney Dillon, Cyrus W. Field, John Pender, Henry Weaver, Percy R. Pyne, Robert Lenox Kennedy, Hugh J. Jewett, J. Pierpont Morgan, Frederick L. Ames, E. D. Worcester, William D. Bishop, C. P. Huntington, George B. Roberts, Zalmon G. Simons, Samuel Sloan, Erastus Wiman, Amasa Stone, George J. Gould, Chauncey M. Depew, James W. Clendennin, George F. Baker. The total vote was 637,724 shares out of a share capital of 800,000 shares.

—The directors of the Western Union met on Thursday and elected the following officers: Dr. Norvin Green, President; Gen. Thomas T. Eckert, Vice-President and General Manager; Augustus Schell, John Van Horne and Harrison Durkee, Vice-Presidents; D. H. Bates, Acting Vice-President and Assistant General Manager; J. B. Van Every, Acting Vice-President. All the other officers hold over. The Executive Committee was filed as follows: Norvin Green, Thomas T. Eckert, Edwin D. Morgan, John Van Horne, Augustus Schell, Harrison Durkee, Jay Gould, Russell Sage, Alonzo B. Cornell, Sidney Dillon, Cyrus W. Field and George J. Gould.

—Attention is called to the card of Messrs. Cahoon & Westcott in the advertising columns of the CHRONICLE. This firm is composed of experienced business men, and they make a specialty of government bonds investment securities and the negotiation of time loans. Having also a member of the firm on the New York Stock Exchange, they are prepared to buy and sell all stocks and bonds current on the Board.

—The thirty-fourth report of the Hongkong & Shanghai Banking Corporation has been received by the agent in this city, Mr. A. M. Townsend, showing the figures given in the CHRONICLE of Aug. 26, by telegraph. A steady increase is observable in the deposits, which now stand at \$37,740,444. The current quotation for the shares (\$125 paid) is \$292 50, or 134 per cent premium.

—The usual monthly dividend of \$50,000 (for September) has been declared by the Homestake Mining Company, payable on the 25th inst., at the office of Lounsbury & Haggin, 18 Wall Street.

—The Deadwood-Terra Mining Co. announces its 23d dividend (for September), amounting to \$30,000, payable at the office of Lounsbury & Haggin.

Auction Sales.—The following were sold at auction by Messrs. Adrian H. Muller & Son:

Shares.	Bonds.
4 Bank of America.....162	\$500 City of Mobile, Ala.,
20 Mercantile Fire Ins. Co. 70	Bond, due 1906.....45 1/2
7 Tradesmen's Nat. Bank.....114	\$17,000 Moose Mining Co. 1st
5 Farmers' Ins. Co. ....90 1/2	mortgage 108, due 1885,
100 Manhattan Gas-Light Co. 216	Sept. '82, coupons unpaid 9 1/2
10 Star Fire Ins. Co. ....70 1/2	\$17,000 Moose Mining Co. 1st
3 N. Y. State Agricultural Society.....20	mortgage 108, due 1885,
	Sept., '82, coupons unpaid 9

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Balt. & Ohio—Main Stem.....	5	Nov. 1	Oct. 21 to Oct. 31
Do Washington Br.....	5	Nov. 1	Oct. 21 to Oct. 31
Long Island (quar.).....	1	Nov. 1	Oct. 21 to Nov. 1

NEW YORK, FRIDAY, OCT. 13, 1882—5 P. M.

The Money Market and Financial Situation.—There has been a perceptible relaxation in the rates for money this week, and not only are call loans easier, but also time loans and commercial paper. The effect of the better monetary situation, however, has not been shown in the stock market and the tone has been irregular, feverish, and for the most part weak.

When the Fall season opened everything was looking favorable for a strong and healthy stock market and all started off with bright prospects. But presently there came a check to the animation by tight money, and a certain bear influence began to creep over the market from some quarter that was hardly accounted for to the satisfaction of the old and knowing ones. Even to this time, if we cut off the break in Louisville & Nashville, there is hardly a forcible reason shown for the prolonged weakness in stocks, as the movement in such specialties as Richmond & Danville and its off-shoots can not be regarded as having any great significance, since they have never been widely distributed and have no general support from the market. There are many who believe that behind all the causes appearing on the surface is the hand of Mr. Gould, and to sustain this opinion they point to the articles in his newspaper, the *New York World*, where column after column has been devoted to persistent attacks on Louisville & Nashville, Denver & Rio Grande, Northern Pacific, and possibly some others. It has been supposed that Gould wished to hammer these stocks in order to get a hold on the Louisville road, and either to get into Denver, or else to break down the opposition of Gen. Palmer, on the Denver & Rio Grande, and also on his Mexican National road, which will run between the same terminal points—Laredo and Mexico City—as Mr. Gould's Mexican road. The Louisville & Nashville, with its lines to Memphis and New Orleans, would make a grand Eastern connection for the Gould Southwestern system. Whether or not this supposition is correct, it is a most natural one under the circumstances, as people will believe that where there is so much smoke there must be some fire; and while the *World* has been smoking out the companies above-named with all its facile powers, they believe that Mr. Gould has been firing on them at the Stock Board. To some extent, however, in forming this opinion the wish may be father to the thought, as there are many who would be glad to see Mr. Gould held responsible by the public for the existing depression in stocks.

Railroad earnings are all that could reasonably be expected, and the returns given at much length on another page for the month of September and nine months of the year make a very handsome exhibit.

The money market has worked much more easily this week, and only for a short time on Tuesday were rates on call higher than 7 per cent and then they ran up to 10 per cent. On stock collaterals the prevailing rate has been 6½ per cent and on government bonds 4½ per cent, with some loans at 3 per cent. Prime commercial paper is more readily sold now at 6½ per cent.

The Bank of England statement on Thursday showed a decrease in specie for the week of £292,000, and the percentage of reserve to liabilities was 32½ against 35 3-16 last week; the discount rate remains at 5 per cent. The Bank of France lost 9,350,000 francs gold and 6,050,000 francs silver.

The New York City Clearing-House banks in their statement of Oct. 7 showed an improvement in reserve of \$2,559,250, making a surplus reserve of \$471,825, against a deficiency of \$2,087,425 on Sept. 30.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1882. Oct. 7.	Differences fr'm previous week.	1881. Oct. 8.	1880. Oct. 9.
Loans and dis.	\$311,495,100	Dec. \$4,901,900	\$326,123,900	\$313,521,200
Specie.....	50,403,600	Inc. 1,980,600	56,531,400	66,992,200
Circulation.....	18,908,500	Inc. 108,700	18,867,100	18,573,700
Net deposits.....	286,181,500	Dec. 2,447,400	298,897,900	301,013,600
Legal tenders.....	21,613,600	Dec. 33,200	14,856,800	12,629,600
Legal reserve.....	\$71,545,375	Dec. \$611,850	\$74,724,475	\$75,253,400
Reserve held.....	72,017,200	Inc. 1,947,400	71,391,200	79,621,800
Surplus.....	\$471,825	Inc. \$2,559,250	\$473,333,275	\$4,368,400

Exchange.—There has been more firmness in foreign exchange, which is attributed to the comparatively moderate supply of commercial bills. The buying of stocks and bonds on foreign account has been free on some days, but upon the whole it is probable that the foreign markets have been a little frightened by the decline in stocks here. To-day on actual business prime bankers' 60 days' sterling sold at 4 81½, and demand bills at 4 85½; at 4 86, with cable transfers 4 86½ at 4 87. The actual rates for Continental bills are as follows: France, 5 23¼ at 5 23½ and 5 19½ at 5 18¼; marks, 94½ at 94½ and 95¼ at 95½; and guilders, 39½ at 39¼ and 39½ at 40.

The following were the rates of domestic exchange on New

York at the undermentioned cities to-day: Savannah, buying ¾, selling 1¼ at ¼ dis.; Charleston, buying ¾ dis., selling par at ¼ dis.; New Orleans com., \$1 50 dis.; bank, none; St. Louis, par; Chicago, par; Boston, par at 10 cents prem.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

	Oct. 13.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81 at 4 82	4 55½ at 4 86½	
Prime commercial.....	4 80 at 4 80½	4 54½ at 4 85	
Documentary commercial.....	4 79½ at 4 80	4 84 at 4 84½	
Paris (francs).....	5 23½ at 5 22½	5 19½ at 5 18½	
Amsterdam (guilders).....	39½ at 40	40 at 40½	
Frankfort or Bremen (reichmarks).....	94¼ at 94½	95½ at 95½	

Coins.—The following are quotations in gold for various coins:

Sovereigns.....	\$4 82 at \$4 86	Silver 1½ and 1½s. —	99¼ at par.
Napoleons.....	3 81 at 3 88	Five francs.....	93 at 95
X X Reichmarks.....	4 74 at 4 78	Mexican dollars.....	87½ at 88¼
X Guilders.....	3 96 at 4 00	Do uncommere'l.....	85 at 87
Spanish Doubloons.....	15 55 at 15 70	English silver....	4 75 at 4 83
Mex. Doubloons.....	15 45 at 15 65	Pruss. silv. thalers.....	68 at 70
One silver bars ..	1 12½ at 1 13½	U. S. trade dollars.....	99¼ at 99½
Five gold bars ..	par at 4 prem.	U. S. silver dollars.....	99¼ at par
Dimes & ½ dimes.....	90½ at par		

United States Bonds.—The 3 and 3½ per cent bonds have been in good demand all the week. The long bonds have been changeable, and fluctuated considerably, with some free sales by foreign bankers. It was claimed that the Ohio election had an effect on government bonds, but it was not clear that this was the depressing influence.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Oct. 7.	Oct. 9.	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.
5s, continued at 3½.....	J. & J.	100½	100½	100½	100½	100½	100½
5s, continued at 3½.....	Q. Feb.	100½	100½	100½	100½	100½	100½
4½s, 1891.....	reg. Q. Mar.	112½	112½	113½	113	113	113
4½s, 1891.....	coup. Q. Mar.	112½	112½	113½	113	113	113
4s, 1907.....	reg. Q. Jan.	118½	119	119½	119½	119½	119½
4s, 1907.....	coup. Q. Jan.	118½	118½	119½	119½	119½	119½
6s, cur'cy, 1895.....	reg. J. & J.	130	130	130	130	130	130
6s, cur'cy, 1895.....	reg. J. & J.	130	131	131	131	131	131
6s, cur'cy, 1897.....	reg. J. & J.	130	132	132	132	132	132
6s, cur'cy, 1898.....	reg. J. & J.	130	133	133	133	133	133
6s, cur'cy, 1899.....	reg. J. & J.	130	134	134	134	135	132

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—There have been very few sales of State bonds, and Tennessee old are quoted to-day at 49½ at 50, and the compromise bonds at about 58 at 60.

Railroad bonds have fluctuated widely on some of the speculative issues, while other bonds have been very steady. The Richmond & Danville consolidated mortgage 6s sold considerably between 94 and 95, and the debenture bonds have been active the past two days between 60 and 62½. For the purpose of investment or to hold for a while, it appears to be a good time to purchase some of the bonds on the list and pay for them, and it is well for buyers now to look at the market sharply and see where the decline in stocks occasions a good opportunity to pick up bonds.

Railroad and Miscellaneous Stocks.—We have had a ragged stock market nearly all the week, and this too, in spite of the much better tone in the money market. At the close to-day nearly all the list was weak, led by the Southwestern Gould stocks, which sold at 43¼ for Texas & Pacific, 105¼ for Missouri Pacific, 34½ for Wabash common, 63½ for preferred, and 34½ for Kansas & Texas.

These stocks were apparently let down without much attempt to support them, and the conclusion was drawn that a weakening effect on the market was the object sought to be accomplished. This final *coup* at the close to-day fits in well with the remarks made above at the head of this article, although it is not certain that a similar course will be pursued for a single day in the future. Indeed, if our market is to have a sharp upward turn, it might just as easily start to-morrow as any other time, so far as outside circumstances have any bearing upon it—such as railroad earnings, the money market, &c.

There have been some stocks exceptionally strong, such as Erie and Illinois Central, the latter on reports of a stock dividend of some sort, and both these stocks have a strong support from London. The Vanderbilt stocks as a class have also been fairly sustained in the general weakness, and the Northwest and St. Paul stocks have yielded but moderately. Reading is also very well supported, as it has been for some time past in this market and Philadelphia. To-day the reports of a strike among the laborers on the Northern Pacific was made use of to hammer the stocks and also Oregon-Transcontinental. Louisville & Nashville, since the annual report and the notice of issuing \$3,786,487 new stock by the company, has been pressed down to 53½ this afternoon.

The widest fluctuations have been in Richmond & Danville, which went to 57 this morning, and its branch company Richmond & West Point Terminal, which sold at 31. We have not heard of one new point, as a matter of fact, made against these companies, and the railroad is said to be earning all its interest and 8 per cent dividends; but so closely are they held by a comparatively few parties that the offering of 1,000 shares is enough to knock off the prices if some of the clique are not ready to step in and take it—and just now the clique does not seem to have been ready.

All the phases of the market point to the conclusion that some strong parties are trying to shake moderate holders out of their stocks.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1892.

STOCKS.

DAILY HIGHEST AND LOWEST PRICES.

	Saturday, Oct. 7.	Monday, Oct. 9.	Tuesday, Oct. 10.	Wednesday, Oct. 11.	Thursday, Oct. 12.	Friday, Oct. 13.	Sales of the Week, Shares.	Range Since Jan. 1, 1892.	For Full Year 1891.
	Lowest.	Lowest.	Lowest.	Lowest.	Lowest.	Lowest.		Lowest.	Lowest.
RAILROADS.									
Allegany Central	26 1/2	27	27 1/2	27 1/2	28 1/2	28 1/2	30,825	25 1/2 Oct. 12	34 1/2 Sept. 15
Atchafalaya & Santa Fe	75	76	76	76	76	76	915	84 1/2 Jan. 10	95 1/2 Sept. 9
Boston & N. Y. Air-Line, pref.	80	80	80	80	80	80	100	80 1/2 Jan. 8	80 1/2 Sept. 9
Burlington Cedar R. & N.	83	84	84	84	84	84	52,825	84 1/2 Feb. 20	85 1/2 Feb. 20
Canada Southern	64 1/2	64 1/2	65 1/2	65 1/2	66 1/2	66 1/2	15	64 1/2 Feb. 18	65 1/2 Feb. 18
Cedar Falls & Minnesota	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	123,440	70 1/2 Jan. 19	71 1/2 Jan. 19
Central Iowa	90 1/2	90 1/2	90 1/2	91 1/2	91 1/2	91 1/2	15,600	90 1/2 Feb. 23	91 1/2 Feb. 23
Central of New Jersey	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	5,030	20 1/2 Mar. 9	21 1/2 Mar. 9
Central Pacific	27 1/2	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2	1,310	27 1/2 Apr. 18	28 1/2 Apr. 18
Cheapeake & Ohio	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	21	139 1/2 Mar. 9	140 1/2 Mar. 9
do 1st pref.	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	2,613	139 1/2 Mar. 9	140 1/2 Mar. 9
do 2d pref.	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	14,086	139 1/2 Mar. 9	140 1/2 Mar. 9
Chicago & Alton	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	19,838	107 1/2 Jan. 14	108 1/2 Jan. 14
Chicago Burlington & Quincy	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	4,133	122 1/2 Jan. 14	123 1/2 Jan. 14
Chicago Milwaukee & St. Paul	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	2,810	142 1/2 Jan. 14	143 1/2 Jan. 14
do	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	85,025	102 1/2 Jan. 14	103 1/2 Jan. 14
Chicago & Northwestern	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	35,515	142 1/2 Jan. 14	143 1/2 Jan. 14
Chicago Rock Isl. & Pacific	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	700	102 1/2 Jan. 14	103 1/2 Jan. 14
Chicago St. L. & New Orleans	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2	3,510	132 1/2 Jan. 14	133 1/2 Jan. 14
Chicago St. Paul, Minn. & Om.	49 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	2,523	49 1/2 Jan. 14	50 1/2 Jan. 14
Cincinnati Sandusky & Cleve.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	256,128	109 1/2 Jan. 14	110 1/2 Jan. 14
Cleveland Col. Cin. & Ind.	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	125	81 1/2 Jan. 14	82 1/2 Jan. 14
Cleveland & Pittsburgh guar.	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	11,662	81 1/2 Jan. 14	82 1/2 Jan. 14
Columbia & Greenburg	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	2,100	81 1/2 Jan. 14	82 1/2 Jan. 14
Columbus Chic. & Ind. Central	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	40	81 1/2 Jan. 14	82 1/2 Jan. 14
Delaware Lackawanna & West	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	40	133 1/2 Jan. 14	134 1/2 Jan. 14
Deer & St. Louis	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	40	51 1/2 Jan. 14	52 1/2 Jan. 14
East Tennessee Va. & Ga.	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	40	9 1/2 Jan. 14	10 1/2 Jan. 14
do	16 1/2	17	17 1/2	17 1/2	17 1/2	17 1/2	40	16 1/2 Jan. 14	17 1/2 Jan. 14
Evansville & Terre Haute	40	40	40	40	40	40	40	40 Jan. 14	41 1/2 Jan. 14
Fort Worth & Deaver City	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	40	10 1/2 Jan. 14	11 1/2 Jan. 14
Green Bay W. & St. Paul	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	40	10 1/2 Jan. 14	11 1/2 Jan. 14
Hannibal & St. Joseph	40	40	40	40	40	40	40	40 Jan. 14	41 1/2 Jan. 14
do	40	40	40	40	40	40	40	40 Jan. 14	41 1/2 Jan. 14
Houston & Texas Central	40	40	40	40	40	40	40	40 Jan. 14	41 1/2 Jan. 14
Illinois Central	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	40	78 1/2 Jan. 14	79 1/2 Jan. 14
Indiana Bloom'g & West.	138 1/2	138 1/2	138 1/2	138 1/2	138 1/2	138 1/2	40	138 1/2 Jan. 14	139 1/2 Jan. 14
Lake Erie & Western	42 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	40	42 1/2 Jan. 14	43 1/2 Jan. 14
Lake Shore	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	40	110 1/2 Jan. 14	111 1/2 Jan. 14
Long Island	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	40	60 1/2 Jan. 14	61 1/2 Jan. 14
Louisville & Nashville	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	40	64 1/2 Jan. 14	65 1/2 Jan. 14
Louisville New Albany & Chic.	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	40	60 1/2 Jan. 14	61 1/2 Jan. 14
do	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	40	60 1/2 Jan. 14	61 1/2 Jan. 14
Manhattan	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	40	81 1/2 Jan. 14	82 1/2 Jan. 14
do 1st pref.	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	40	81 1/2 Jan. 14	82 1/2 Jan. 14
Manhattan & Cincinnati	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	40	18 1/2 Jan. 14	19 1/2 Jan. 14
do	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	40	18 1/2 Jan. 14	19 1/2 Jan. 14
Memphis & Charleston	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	40	52 1/2 Jan. 14	53 1/2 Jan. 14
Metropolitan Elevated	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	40	52 1/2 Jan. 14	53 1/2 Jan. 14
Michigan Central	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	40	90 1/2 Jan. 14	91 1/2 Jan. 14
Milwaukee L. Sh. & West.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	40	96 1/2 Jan. 14	97 1/2 Jan. 14
Minneapolis & St. Louis	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	40	50 1/2 Jan. 14	51 1/2 Jan. 14
do	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	40	50 1/2 Jan. 14	51 1/2 Jan. 14
Missouri Kansas & Texas	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	40	69 1/2 Jan. 14	70 1/2 Jan. 14
Missouri Pacific	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	40	30 1/2 Jan. 14	31 1/2 Jan. 14
Mobile & Ohio	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	40	106 1/2 Jan. 14	107 1/2 Jan. 14
Morris & Essex	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	40	20 1/2 Jan. 14	21 1/2 Jan. 14
Nashville Chattanooga & St. L.	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	40	53 1/2 Jan. 14	54 1/2 Jan. 14
New York Central & St. Louis	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	40	131 1/2 Jan. 14	132 1/2 Jan. 14
do	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	40	131 1/2 Jan. 14	132 1/2 Jan. 14
New York Elevated	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	40	14 1/2 Jan. 14	15 1/2 Jan. 14
New York Lake Erie & West.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	40	100 1/2 Jan. 14	101 1/2 Jan. 14
do	41 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	40	41 1/2 Jan. 14	42 1/2 Jan. 14
New York & New England	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	40	18 1/2 Jan. 14	19 1/2 Jan. 14
New York New Haven & Hart.	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	40	26 1/2 Jan. 14	27 1/2 Jan. 14
New York Ontario & Western	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	40	26 1/2 Jan. 14	27 1/2 Jan. 14
Norfolk & Western	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	40	26 1/2 Jan. 14	27 1/2 Jan. 14
do	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	40	26 1/2 Jan. 14	27 1/2 Jan. 14
Northern Pacific	55 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	40	55 1/2 Jan. 14	56 1/2 Jan. 14
do	55 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	40	55 1/2 Jan. 14	56 1/2 Jan. 14
Ohio Central	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	40	9 1/2 Jan. 14	10 1/2 Jan. 14
Ohio & Mississippi	16 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	40	16 1/2 Jan. 14	17 1/2 Jan. 14
do	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	40	38 1/2 Jan. 14	39 1/2 Jan. 14
Ohio Southern	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	40	16 1/2 Jan. 14	17 1/2 Jan. 14
Oregon & Transcontinental	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	40	89 1/2 Jan. 14	90 1/2 Jan. 14
Panama, Trans. Co. certificates	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	40	90 1/2 Jan. 14	91 1/2 Jan. 14
Penn. Decatur & Evansville	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	40	31 1/2 Jan. 14	32 1/2 Jan. 14
Pittsburgh & Reading	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	40	62 1/2 Jan. 14	63 1/2 Jan. 14
Pittsburgh Ft. W. & Chic.	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	40	63 1/2 Jan. 14	64 1/2 Jan. 14
Rich. & Allegh. R. & Erie	134 1/2	134 1/2	134 1/2	134 1/2	134 1/2	134 1/2	40	134 1/2 Jan. 14	135 1/2 Jan. 14
Richmond & Danville	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	40	19 1/2 Jan. 14	20 1/2 Jan. 14
Richmond & West Point	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	40	85 1/2 Jan. 14	86 1/2 Jan. 14
Richmond & Petersburg	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	40	24 1/2 Jan. 14	25 1/2 Jan. 14
Rome Watertown & Ogdensburg	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	40	24 1/2 Jan. 14	25 1/2 Jan. 14
St. Louis Alton & Terre Haute	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	40	42 1/2 Jan. 14	

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Michigan—			N. Carolina—			South Carolina—		
Class A, 3 to 5, 1906...	80	81	6s, 1883...	102		6s, old, A. & O. J. & J.			6s, Act. No. 23, 1869...	6	8
Class A, 3 to 5, small...	80		7s, 1890...	125		No. Carolina RR. J. & J.			non-fundable, 1883...	103	105
Class B, 5s, 1906...	97	101 1/2	Missouri—			Do A. & O.			Brown consol'n 6s, 1893	49	50
Class C, 4s, 1906...	82	85	6s, due 1882 or 1883...	101		Do coup. off. J. & J.			Tennessee—6s, old, 1892-8	49	50
6s, 10-20s, 1900...	160		6s, due 1886...	107 1/2		Pac. Ext.—1st, 6s, A. & O.			6s, new, 1892-8 1900...	49 1/2	51
Arkansas—			6s, due 1887...	107 1/2		Funding act, 1869-1900	10	12	6s, new, 1897, 1914...	49 1/2	50
6s, funded, 1899-1900...	27	32 1/2	6s, due 1888...	108 1/2		Do 1868-1898	10	12	C'mp'nise, 3-4-5-6s, 1912	31	31
7s, L. Rock & F. S. Iss.	20	33	6s, due 1889 or 1890...	110		New bonds, J. & J., '92-8	15		Virginia—6s, old...	34	34
7s, Mump. & L. Rock R.R.	30		6s, due 1891...	115		Do A. & O.	15		6s, new, 1860...	34	34
7s, L. R. F. & N. O. RR.	23	29	Funding, 1894-99...	106		Chatham RR...	4	6	6s, new, 1867, 1874...	34	34
7s, Miss. O. & R. R. RR.	23		Hannibal & St. Jo., '86	110		Special tax, class 1, '98-9	6 1/2	7	6s, consol. bonds...	56 1/2	56 1/2
7s, Arkansas Cent. R.R.	10	15	Do do '87	110		Do class 2...	6 1/2	7	6s, consol. bonds...	50	50
Connecticut—			New York—			Do class 3...	6 1/2	7	6s, ex-matured coupon...	50	50
6s, 1886, 1886...	101		6s, gold, reg., 1887...	108		Consol. 4s, 1910...	77	78	6s, deferred...	13	13 1/2
7s, new, 1886...	105		6s, gold, coup., 1887...	108		Small...	75		District of Columbia...	109 1/2	109 1/2
7s, endorsed, 1886...	105		6s, loan, 1883...	103		Ohio...	108		3-65s, 1924...	109 1/2	109 1/2
7s, gold, 1890...	113	117	6s, loan, 1891...	118		6s, 1886...	108		Small bonds...	109 1/2	109 1/2
Louisiana—			6s, loan, 1892...	119		Rhode Island...	118		Registered...	109 1/2	109 1/2
7s, consol., 1914...	69 1/2		6s, loan, 1893...	120		6s, coupon, 1893-99...	118		Funding 5s, 1899...	109 1/2	109 1/2
7s, small...	65								Do small...	109 1/2	109 1/2
									Do registered...	109 1/2	109 1/2

RAILROAD BONDS.

Railroad Bonds.			Rich. & Danv.—Cont'd.—			62	624
(Stock Exchange Prices.)			Debiture 6s, 1927—				
Ala. Cent.—1st, 6s, 1918			Atl. & Ch.—1st, p. 7s, '97			93	95
Atch. T. & S. Fe.—4s, 1920			Seato Val.—1st cons. 7s			93	95
Sinking fund, 6s, 1911			St. L. & Mo.—1st, 7s			107	108
Atl. & Pac.—1st, 6s, 1910			2d, 7s, 1897			107	108
Balt. & O.—1st, 6s, 1910			Arkansas Br.—1st			107	108
Bost. Hart. & F.—1st, 7s			Cairo & Fulton—1st			107	108
Guaranteed			Cairo Ark. & T.—1st			107	108
Bur. C. Rap. & No.—1st, 5s			Chic. & N. W.—1st, 1931			114	114
Minn. & St. L.—1st, 7s, 1910			St. L. & Alton & T. H.—1st			114	114
Iowa C. & W.—1st, 7s			2d, pref., 7s, 1931			114	114
C. Rap. & F. N.—1st, 6s			2d, minn. 7s, 1931			114	114
1st, 5s, 1921			St. P. Minn. & Man.—1st, 1st			114	114
Central Iowa—1st, 7s, '99			2d, 6s, 1909			114	114
Char. Col. & Aug.—1st, 7s			Dakota Ext.—6s, 1910			114	114
Ches. & Ohio—1st, 7s, '99			H. H. & N.—1st, 6s, 1922			114	114
6s, gold, series A, 1908			So. Car. Ry.—1st, 6s, 1920			114	114
6s, gold, series B, 1908			2d, 6s, 1931			114	114
6s, currency, 1918			Tex. Cen.—1st, s. f., 7s, 1909			114	114
Chicago & Alton—1st, 7s			1st, pref., 7s, 1911			114	114
Income 7s, 1883			Tol. Del. & E.—1st, 6s, 1910			114	114
Sinking fund, 6s, 1903			Val. Mid.—1st, inc. 6s, 1927			114	114
La. & Mo. Riv.—1st, 7s			Chic. Div.—5s, 1910			114	114
St. L. & Jack.—1st, 7s			Hav. Div.—6s, 1910			114	114
1st, guar. (564) 7s, '94			Tol. P. & W.—1st, 7s, 1917			114	114
2d, guar. (188) 7s, '95			Tol. P. & W.—1st, 6s, 1921			114	114
Miss. R. Ry.—1st, 6s			Detroit Div.—6s, 1921			114	114
C. B. & G.—1st, 8s			Cairo Div.—5s, 1931			114	114
Consol. 7s, 1903			Wabash—1st, 7s, 1909			114	114
6s, sinking fund, 1901			1st, pref., 7s, 1911			114	114
1st, Div.—8s, 1919			1st, St. L. Div., 7s, '89			114	114
S. F. 4s, 1919			2d, ext., 7s, 1893			114	114
4s, 1922			Equip. & Inds. 7s, 1883			114	114
4s, 1921			Consol. cons., 7s, 1907			114	114
C. R. L. & P.—6s, cp., 1917			G. & N. Div.—1st, 7s, 1909			114	114
Keo. & Des M.—1s, g, 5s			Q. & T.—1st, 7s, 1890			114	114
Central of N. J.—1st, 7s			H. & N. & P.—1st, 7s, 1901			114	114
1st cons. assured, 1909			St. L. & C. & N.—R. E. 7s			114	114
Adjustment, 7s, 1903			1st, 7s, 1901			114	114
Leh. & W. B.—Cons. g, 1st			Clara B. Div.—6s, 1919			114	114
Am. D. & M.—1st, 6s, 1921			St. Chas. Br.—1st, 5s			114	114
C. M. & St. P.—1st, 8s, P. D.			Mo. Missouri—1st, 7s			114	114
2d, 7-3-10, P. D., 1898			N. W. Tel.—1900, cp.			114	114
1st, 7s, S. G. R. D., 1902			1900, reg.			114	114
1st, La. Div., 1893			N. W. Tel.—1900, reg.			114	114
1st, I. & M., 1897			N. W. Tel.—1900, reg.			114	114
1st, I. & D., 1897			N. W. Tel.—1900, reg.			114	114
1st, C. & M., 1903			N. W. Tel.—1900, reg.			114	114
Consol. 7s, 1905			N. W. Tel.—1900, reg.			114	114
2d, 7s, 184			N. W. Tel.—1900, reg.			114	114
1st, 7s, 184			N. W. Tel.—1900, reg.			114	114
S. W. Div., 1st, 6s, 1905			N. W. Tel.—1900, reg.			114	114
1st, 6s, La. & Dav., 1910			N. W. Tel.—1900, reg.			114	114
1st, S. Minn. Div., 6s, 1910			N. W. Tel.—1900, reg.			114	114
Ch. & P. Div., 6s, 1910			N. W. Tel.—1900, reg.			114	114
1st, Chic. & P. W., 1912			N. W. Tel.—1900, reg.			114	114
1st, Min. P. Div., 5s, 1910			N. W. Tel.—1900, reg.			114	114
C. & L. S. Div., 5s, 1921			N. W. Tel.—1900, reg.			114	114
C. & N. West.—S. f. 7s, 1915			N. W. Tel.—1900, reg.			114	114
Interest bond, 7s, 1915			N. W. Tel.—1900, reg.			114	114
Consol. bonds, 7s, 1915			N. W. Tel.—1900, reg.			114	114
Extens'n bonds, 7s, '85			N. W. Tel.—1900, reg.			114	114
2d, 7s, 1885			N. W. Tel.—1900, reg.			114	114
Reg. gold, 7s, 1902			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, reg.			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N. W. Tel.—1900, reg.			114	114
Sinking fund, 6s, 1920			N.				

Quotations in Boston, Philadelphia and Baltimore.

[Quotations by E. S. BAILEY, Broker,
No. 7 Pine Street.]

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.					
Atch. & Topeka 1st m. ts.	110 1/4		Catawissa new 78, 1901, & 1902	118	
do do grant's ..		114	Charlotta Val. 1st m. ts. C. C. 1901		
Atlantic & Pacifi. 68 ..			Connecting 68, cp. 1903-1904	116	
do ..	24		Delaware 68, reg. 68, 1901	125	
Boston & Maine 78 ..			Del. & Bond 1st m. ts. C. C. 1901		
Boston & Albany ..			East Penn. 1st mort. p. 38		
do ..	68		Easton & Amboy 58, 1920		
Boston & Lowell 78 ..			East W. 1st m. ts. C. C. 1901	115	
Boston & Providence ..			Harb. burg 1st mort. 68, 1901		
Burl. & Mo. land grant 78 ..	114 1/4		H. & T. 1st m. ts. 78, 90		
do Nebr. 68 ..	112	112	Ind. & W. 1st m. ts. 78, 90	89	90
do Nebr. 68 ..	103	103	Ind. & Athens 1st g. 78, 90		
do Nebr. 68 ..	89 1/4	84	Ind. & Union 1st mort. 68, 1901		
Chicago Burl. & Quincy D. E. 68	89 1/4		Lehigh Valley 1st m. ts. 78, 90	120	
Conn. & Passumpsic, 78 ..			do 1st m. ts. 78, 90		
Connect. & Valley 68 ..	64		do 21 m. ts. reg. 1910	134	
do ..	60		do gen. m. 68, reg. 1902		
Cal. Cent. South, 78, 90			do gen. m. 78, reg. 1903	106	
Cal. Cent. & Gulf 78 ..	110 1/4		North & West-cent. 1st m. ts. 78, 90	102	
do Hartford & E. 78 ..	110 1/4		North & West-cent. 1st m. ts. 78, 90	102	
K. City Lawrence & So. 68	101		Pennsylv. gen. m. 68, reg. 1902	121	
Kass. City, St. Jo. & C. B. 88	107	114	do gen. m. 68, cp. 1900	127 1/4	
Little R. & Ft. Smith, 78, 1st			do cons. m. 68, cp. 1905		
Mass Central 68 ..	77 1/4	77 1/4	do cons. m. 68, cp. 1905		
Mexican Central, 78 ..	113 1/4	113 1/4	do 57 reg. 191		
New York & New Eng. 68 ..	104 1/4	104 1/4	Pa. & N. Y. C. & R. R. 78, 90		
do ..	113 1/4	113 1/4	do ..		
New Mexico & So. Pac. 78			Perklomen 1st m. ts. 68, comp. 78	110	
Ogdenburg & L. Ch. con. 6			Phila. & Erie 2d m. ts. 68, 90	114	
do ..	Inc.		do cons. m. 68, 90	103 1/4	
Old Colony, 78 ..			do po ..		
Old Colony, 78 ..	113 1/4		Phila. Newt'n & N. Y. 1st, 90		
Pueblo & Ark. Valley, 78 ..			Phila. & R. 1st m. ts. 68, ex. 1901	128	
Rutland 68, 1st mort. ..	99	99 1/4	do 2d m. ts. cp. 1901	120 1/4	
Santa Fe 78 ..	105 1/4	105 1/4	do cons. m. 68, cp. 1901	127 1/4	
T. Clin. & St. L. 1st 68 ..	63	63 1/4	do cons. m. 68, cp. 1901		
do ..	Inc.		do cons. m. 68, cp. 1901		
do Day's D. ..			do 4d. comp. 1902		
do Main L. ..			do scrip. 1902	100	
ATOCRES.					
Atchison & Topeka ..	97 1/4	91	do conv. 78, R. C. 1903	74	75
Boston & Albany ..	172 1/4		do 78, comp. off. 78		
do C. R. & Fitch ..	55		Phila. Wm. & A. 1st m. ts. 68, 90	120	121
Boston & Lowell ..	102		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Boston & Maine ..	155 1/4		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Boston & Providence ..	100		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Cheshire preferred ..	60		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Chic. & W. M. 1st m. ts. 78			Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Cin. Sandusky & Clev. ..	27 1/4		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Concord ..	101		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Connecticut River ..	101		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Conn. & Passumpsic ..	74	95	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Connection Valley ..	74		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Eastern (Mass.) ..	42 1/4		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Eastern (New Hampshire) ..	130		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Fitchburg ..	130		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Flat & Pere Marq ..			Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
do ..	90		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Fort Scott & Gulf, pref.	x		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
do ..			Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Iowa Falls & Sioux City ..	88 1/2	89	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Little Rock & Fort Smith ..	49 1/2	50	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Maine Central ..		85	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Manchester & Lawrence ..			Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Mar. Hough. & Out. ..	66	67	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
do ..	pref.		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Naashe Lowell ..			Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
New York & New Eng. ..	54 1/4		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Northern of N. Hampshire ..	110		Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Northwick & Worcester ..		160	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Portland & L. Champlain ..		160	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121
Cal. Calvary ..	135	136	Pitts. Wm. & A. 1st m. ts. 68, 90	120	121

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

[illegible]

† Per share

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported.	Jan. 1 to Latest Date.			
		1882.	1881.	1882.	1881.
Ala. Gt. Southern	August....	\$3,794	\$8,187	\$497,381	\$473,017
Atch. Top. & S. Fe.	Sept. 1st wk	1,325,535	1,155,869	10,412,198	8,559,318
Buff. Pittsb. & W.	August....	91,422	72,009	557,302	425,815
Buff. R. & N. O.	4th wk Sep	81,713	67,853	1,978,032	1,602,296
Cal. & St. Louis	4th wk Sep	8,411	6,978	272,756	309,494
Cent. Br. Un. Pac.	1st wk Oct	20,747	20,048	651,657	742,995
Central Pacific	Sept. 1st wk	2,474,000	2,185,303	18,983,619	17,063,092
Chal. Col. & Aug.	1st wk Oct	113,300	19,700	.....	.....
Chesap. & Ohio	1st wk Oct	96,878	47,169	2,499,302	2,078,390
Chicago & Alton	4th wk Sep	218,161	185,174	5,918,444	5,466,704
Chic. Bur. & Q.	August....	2,068,858	2,173,915	12,867,479	13,160,450
Chic. & East. Ill.	4th wk Sep	44,456	35,635	1,305,653	1,193,008
Chic. & Gr. Trunk	Wk. Oct. 7	51,289	34,962	1,592,503	1,126,510
Chic. Mil. & St. P.	1st wk Oct	509,000	368,018	14,609,000	12,378,756
Chic. & Northw.	1st wk Oct	581,069	521,843	17,853,076	16,155,439
Ch. St. P. Min. & A.	1st wk Oct	116,223	83,950	3,610,417	2,901,346
Ch. & W. Mich.	August....	125,072	120,292	957,266	836,768
Cin. Ind. St. & Co.	4th wk Sep	158,431	128,431	1,828,800	1,648,400
Cincinnati South	August....	228,419	227,740	1,607,974	1,432,146
Clev. Akron & Col.	4th wk Sep	15,165	12,692	367,610	399,729
Columb. & Green.	1st wk Oct	119,744	115,041	.....	.....
Col. Heck. V. & T.	4th wk Sep	84,012	63,348	2,091,101	1,699,018
Connetton Val.	2 wks Sep	11,210	.....	.....	.....
Den. & Rio Gr.	1st wk Oct	157,396	152,481	4,929,439	4,320,757
Des. M. & F. D.	4th wk Sep	6,719	11,287	255,161	290,921
Det. Lan. & P. Mar.	4th wk Sep	47,274	47,530	1,172,774	1,002,622
Dub. & Sioux C.	1st wk Oct	27,480	26,169	842,193	.....
Eastern	Sept. 1st wk	315,900	323,335	.....	.....
E. Tenn. Va. & Ga.	1st wk Oct	78,211	71,400	.....	.....
Eliz. Lex. & B. S.	August....	54,261	.....	305,401	.....
Europ. & N. A.	July....	47,023	38,809	360,936	263,055
Evans. & T. H.	Sept. 1st wk	75,345	70,088	.....	.....
Flint & P. Mar.	4th wk Sep	47,274	47,530	1,172,774	1,002,622
Gal. Har. & San A.	August....	150,000	111,000	1,546,500	1,353,809
Grand Trunk	Sept. 16	368,155	337,819	8,296,940	8,097,887
Gr. Bay W. & St. P.	4th wk Sep	10,774	10,903	.....	.....
Ham. Col. & San Fe.	Sept. 1st wk	194,653	129,190	913,361	661,273
Hannibal & St. Jo	1st wk Oct	54,506	51,000	1,633,706	1,689,375
Hous. & W. Tex.	July....	21,348	12,321	143,605	78,531
Illinois Cen. (Ill.)	Sept. 1st wk	613,494	646,411	5,135,141	4,932,110
Ind. Do.	Sept. 1st wk	187,744	187,744	1,367,700	1,367,700
Ind. Bloom. & W.	4th wk Sep	70,422	58,969	1,916,421	1,865,819
Int. & Gt. North.	1st wk Oct	101,322	70,615	2,230,256	1,941,235
Iowa Central	Sept. 1st wk	112,821	99,649	818,132	679,875
K. C. Ft. S. & Gulf	4th wk Sep	48,942	42,400	1,224,464	1,100,318
L. Erie & West'n	4th wk Sep	41,248	38,873	1,085,557	1,041,492
L. R. & Ft. Smith	Sept. 1st wk	41,522	44,348	.....	.....
L. R. M. Riv. & C.	Sept. 1st wk	25,400	23,600	1,890,016	1,581,313
Long Island	1st wk Oct	55,890	48,117	1,890,016	1,581,313
Louis. & Nashv.	1st wk Oct	250,855	235,000	9,603,889	8,358,110
Louis. N. A. & Ch.	August....	141,000	97,750	.....	.....
Lor. Hough. & O.	2d wk Sept	36,622	31,173	901,001	649,795
Mexican Cen.	3d wk Sept	21,623	.....	633,290	.....
Mil. L. Sh. & West	1st wk Oct	18,450	18,414	666,085	447,425
Min. & St. Louis	1st wk Aug	27,607	25,365	.....	.....
M. Kan. & Tex.	1st wk Oct	144,773	129,099	4,788,558	3,960,950
Missouri Pacific	1st wk Oct	171,000	161,625	5,833,749	5,018,065
Mobile & Ohio	Sept. 1st wk	160,031	210,262	1,324,599	1,621,494
Metropol. Elev.	12 dcs Oct	85,749	81,174	2,135,194	1,927,174
N. Y. Elevated	12 dcs Oct	122,182	97,300	2,511,818	2,242,113
Nash. Ch. & St. A.	August....	168,304	168,317	1,216,010	1,397,972
N. Y. & N. Eng'd	1st wk Sep	71,270	70,044	2,540,783	2,067,915
N. Y. & O. & C.	August....	403,893	462,523	3,580,999	3,623,303
Norfolk & West	1st wk Oct	106,122	122,132	1,438,653	1,364,626
Northern Cen.	August....	667,488	498,008	3,828,842	3,600,646
Northern Pacific	1st wk Oct	226,345	131,861	5,096,845	2,792,803
Ohio Central	4th wk Sep	34,105	15,325	745,130	458,414
Ohio Southern	1st wk Sep	9,090	6,487	269,478	.....
Oregon Imp. Co.	July....	292,877	.....	1,758,220	.....
Oregon & E. C.	August....	459,809	453,364	3,156,000	2,637,067
Oregon & Cal.	August....	80,306	.....	.....	.....
Pennsylvania	August....	4,671,179	3,809,977	31,471,176	29,144,235
Peoria Dec. & Ev.	4th wk Sep	21,668	21,917	586,502	504,640
Philadelph. & E.	August....	420,329	303,849	2,522,699	2,318,546
Phila. & Reading	August....	1,975,993	2,000,987	13,533,948	12,973,801
Do. Col. & R.	August....	1,615,208	1,521,439	9,300,332	8,381,152
Rieh. & Danv.	1st wk Oct	167,900	162,900	2,603,950	2,514,793
St. L. Alt. & T.	4th wk Sep	41,697	43,062	946,904	1,090,665
Do. (Mich.)	4th wk Sep	22,890	18,115	626,210	544,902
St. L. Ft. S. & W.	1st wk Aug	5,094	.....	127,784	.....
St. L. Iron Mt. & S.	1st wk Oct	177,777	156,662	5,324,740	5,408,315
St. L. & San Fran.	1st wk Oct	78,394	65,687	2,629,268	2,315,128
St. Paul & Dal.	4th wk Sep	40,311	20,029	740,518	505,112
St. P. Min. & W.	1st wk Oct	195,500	118,288	6,314,364	3,554,747
Scioto Valley	1st wk Oct	12,092	11,403	405,428	313,137
\$ So. P. C. & W.	July....	130,576	.....	.....	.....
Do. So. Div.	June....	129,796	.....	1,938,283	.....
So. Pac. of Ar.	June....	118,357	.....	1,244,279	.....
So. Pac. of N. M.	June....	137,202	.....	1,356,583	.....
South Carolina	August....	79,822	81,411	726,607	729,923
Texas & Pacific	1st wk Oct	112,920	76,521	3,453,490	2,861,151
Tol. Del. & Ind.	1st wk Oct	19,317	18,601	678,279	485,949
Union Pacific	Sept. 1st wk	2,949,112	2,844,377	21,111,219	18,973,916
Utah Central	August....	120,877	102,316	1,011,606	.....
Vicksburg & Mer.	August....	27,200	32,664	272,219	.....
Va. Midland	August....	136,053	134,384	862,886	801,615
Wab. St. L. & Pac.	1st wk Oct	368,011	329,288	12,653,022	10,721,171
West Jersey	August....	199,246	175,548	778,992	686,945
Wisconsin Cen.	2d wk Sept	18,536	16,483	.....	.....

* Includes Great Western Road since October. † Freight earnings.
 ‡ Decrease due to lateness of cotton crop. § Northern Division.
 ¶ Included in Central Pacific earnings above.
 ** Erroneously reported at \$14,264 last week—should be \$34,264, as above.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Receipts.	Payments.	Balances.	
		Coin.	Currency.
Oct. 7	\$3,676,278 01	1,454,266 56	89,713,330 14
" 9	3,522,490 00	2,054,159 81	91,514,761 08
" 10	2,767,513 25	1,802,143 01	92,130,465 30
" 11	2,949,669 54	72,097 03	94,283,022 71
" 12	1,552,096 00	1,107,719 00	94,389,843 81
" 13	4,465,825 41	3,215,933 15	95,606,767 42
Total	18,433,872 21	10,406,338 56	4,081,271 83

* Includes \$1,000,000 gold certificates received from Washington.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Oct. 7:

Banks.	Capital.	Average amount of			
		Loans and discounts.	Specie.	Legal tenders.	Net deposits other than U. S. Circulation.
New York.....	2,000,000	8,833,000	1,712,000	725,000	8,380,000
Manhattan Co.	2,000,000	7,261,000	785,000	515,000	5,833,000
Mechanics & Tr.	2,000,000	6,819,000	925,000	568,000	5,584,000
Mechanics' & Tr.	2,000,000	7,500,000	1,108,000	628,000	6,280,000
Union.....	1,200,000	4,100,000	429,000	233,000	3,867,000
America.....	3,000,000	9,042,000	748,000	651,200	8,380,000
Phoenix.....	1,000,000	3,305,000	818,000	128,000	3,147,000
Traders' & Merc.	1,000,000	6,615,000	1,840,500	360,000	6,314,500
Fulton.....	600,000	1,712,300	243,800	119,300	1,269,400
Chemical.....	300,000	1,491,300	377,300	140,300	1,073,400
Merchants' & Tr.	1,000,000	3,274,800	498,300	377,300	2,800,000
Gallatin Nat'l	1,000,000	4,281,500	337,600	188,300	3,855,000
Butchers & Drov.	300,000	1,508,800	275,000	140,300	1,140,000
Mechanics & Tr.	200,000	903,000	126,000	100,000	803,000
Greenwich	200,000	1,064,000	141,000	191,000	912,000
Leather Man's Frs	600,000	3,344,500	321,700	342,800	2,980,000
Seventh Ward	300,000	1,099,600	197,900	102,500	1,147,000
State of N. York	300,000	3,327,400	684,800	137,400	3,292,600
American Exch.	2,000,000	12,400,000	1,546,000	291,900	10,563,000
Commerce.....	5,000,000	17,584,000	2,532,300	879,400	11,634,800
Broadway.....	1,000,000	5,383,200	729,400	206,100	4,653,700
Mercantile.....	1,000,000	6,004,000	709,500	591,300	5,603,200
Citizens' & S.	1,000,000	2,085,000	231,100	161,200	1,692,700
Republic.....	1,500,000	5,447,800	267,000	324,700	5,156,100
Chatham.....	450,000	3,250,500	514,500	217,000	2,519,000
People's.....	200,000	1,517,300	100,000	91,700	1,415,600
North America	700,000	3,848,300	725,000	291,900	3,821,400
Hanover.....	1,000,000	7,455,200	883,800	1,378,600	7,272,800
Irving.....	500,000	3,806,400	541,900	385,100	3,920,400
Metropolitan	3,000,000	12,762,000	2,578,000	198,900	10,985,000
Chimney	300,000	1,312,500	208,500	100,000	1,104,000
Nassau.....	500,000	2,337,600	98,500	172,100	2,165,000
Market.....	500,000	2,847,300	631,700	91,500	2,424,100
St. Nicholas.....	500,000	2,511,000	425,000	170,500	2,115,500
North American	500,000	2,311,000	404,000	291,900	1,914,100
Corn Exchange	1,000,000	4,820,400	478,900	190,000	4,341,500
Continental.....	1,000,000	5,707,700	1,575,000	180,000	4,952,700
Oriental.....	300,000	2,158,000	315,000	419,000	1,844,000
Marine & Merc.	1,000,000	1,949,000	579,000	282,000	1,668,000
Importers' & Tr.	1,500,000	10,680,000	4,439,400	501,800	18,217,100
Park.....	2,000,000	15,409,400	3,324,100	731,100	10,910,200
Third Nat'l	200,000	1,494,000	273,000	85,400	1,316,600
North River.....	840,000	1,555,500	258,500	174,900	1,476,600
East River.....	250,000	1,048,300	194,800	111,600	831,900
Fourth National	3,800,000	18,832,700	3,144,600	860,000	15,787,000
Central Nat'l	2,600,000	12,612,000	2,512,000	970,000	9,520,000

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies*. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

Western Union Telegraph Co.

(For the year ending June 30, 1882.)

The annual report of the President for the fiscal year ending June 30, 1882, was presented at the annual meeting this week. The income and expenses for the year are compared in the following table with the year 1880-81:

	1881-82.	1880-81.
Surplus at beginning of year.....	\$127,358	\$103,255
Gross revenues of the years ending June 30.	17,114,163	14,069,806
Total income.....	\$17,241,423	\$14,164,061
Expenses (including leased line rentals and taxes).....	9,996,095	8,420,165
Net income.....	\$7,245,328	\$6,043,896
From which there was applied:		
For dividends.....	\$4,798,473	\$3,732,633
For interest on bonds.....	427,091	427,453
For sinking fund appropriations.....	40,097	40,005
Total.....	\$5,265,662	\$4,200,094
Leaving a balance of.....	\$1,979,666	\$1,410,546

For new property there was appropriated during the first quarter of the year \$315,425, deducting which, leaves surplus June 30, 1882, \$1,664,240. The revenues for the year 1881-2 do not include the surplus funds in the treasury of the American Cable Company, which were taken over with the lease of that company, subject to certain unadjusted liabilities, which have not been fully ascertained.

"The management has determined, as published in the quarterly statement of March, 1882, that from October 1, 1881, all outlays for construction and investments in new property which go into the plant shall be provided for out of surplus assets in the treasury other than the cash surplus of current earnings. As no sales of any part of such surplus assets have been made, there has been advanced as a loan to the account of construction and purchases, to meet the outlay for these objects during the remainder of the year, \$835,676 from the cash surplus as above stated. It has long been the established policy of English corporations, founded on sound principles, to provide for extensions of the plant with additional capitalization in stock or bonds, leaving all the net revenues above current expenses, interest and sinking fund, applicable to dividends. But the surplus assets of the company, in the form of marketable securities in the treasury, being more than sufficient to meet any constructions or purchases likely to be made for some years, additional capitalization will not be necessary. This policy places the question of continuing at least the present rate of dividends beyond possible contingency, with a probable increase of this rate when the board shall deem it wise to make such increase."

In a "General Statement" an exhibit is made showing the revenues and disbursements of the company for sixteen years, from July 1, 1866, and making out a balance of \$2,982,334 on June 30, 1882, over and above the scrip dividend of \$15,526,590 in 1881. The report then says: "The assets which have been purchased and paid for out of the net revenues, are stated in the schedule at their cost value.

"The company has other large and valuable assets, which were not purchased and paid for at a fixed price, but which were taken over under contracts with the several companies absorbed by lease, or amalgamation; and which therefore had no specific cost value at which they could be entered into the general accounts of the company. These are included in the following list of marketable assets in the treasury of the company, June 30, 1882, with their marketable value as nearly as can be ascertained.

Stocks or Bonds.	Par Value.	Mkt. Value.
Gold & Telegraph Co.'s stock.....	\$1,943,800	\$1,866,018
International Ocean Telegraph Co.'s stock.....	1,623,100	1,558,176
American Spooling & Telegraph Co.'s stock.....	1,200,000	1,200,000
Metropolitan Telephone & Telegraph Co.'s st'k.....	400,000	600,000
Gold & Stock Telegraph Co. of California, st'k.....	287,500	431,250
Bel Telephone Co. of Philadelphia, stock.....	125,000	375,000
Philadelphia Local Telegraph Co.'s stock.....	300,000	300,000
Dominion Telegraph Co.'s stock.....	288,300	248,300
Southern Bell Telephone & Telegraph Co.'s st'k.....	178,700	178,700
Teleph. & Telegr. Constr'n Co. of Detroit st'k.....	148,600	148,600
Cent. Dist. & Print'g Telegr. Co. of Pittsb. st'k.....	136,000	136,000
Am. Dist. Telegraph Co. of New York stock.....	261,400	130,700
Brooks Underground Telegraph Co.'s stock.....	100,000	95,000
Gold & Stock Telegraph Co.'s bonds.....	65,300	65,300
Boston District Telegraph Co.'s stock.....	150,575	60,230
Commercial Telephone Co. of Troy stock.....	17,500	43,750
Bel Telephone Co. of Canada stock.....	37,200	37,200
Am. Dist. Telegraph Co. of Baltimore stock.....	45,000	27,000
Commercial Telephone Co. of Albany stock.....	8,800	22,000
Western Union Telegraph Co.'s stock.....	20,100	17,587

	Par Value.	Mkt. Value.
Northern Pacific RR. Co.'s pref. stock.....	\$9,000	\$8,550
Anglo-American Telegraph Co.'s stock and other miscellaneous securities, in small lots, consisting of telegraph and railroad stocks, bonds and scrip.....		544,162

Total (market value).....\$8,133,553

"The foregoing list does not embrace the large amount of stocks held by this company in telegraph companies whose lines have been leased by this company, and the greater part, and in most instances the entire stocks, subsequently purchased, and the telegraph properties substantially merged into the Western Union system. Among these may be enumerated \$3,963,300 of the stock of the old American Company; \$643,500 of the Atlantic & Ohio; \$2,381,600 of the California State; \$125,000 of the Chicago & Mississippi; \$629,000 of the Franklin; \$100,350 of the Illinois & Mississippi; \$1,457,500 of the Pacific & Atlantic; \$390,475 of the Southern & Atlantic; \$119,750 of the Vermont & Boston; \$530,550 of the Washington & New Orleans; \$1,000,000 of the South Western; \$204,400 of the Missouri & Western; and miscellaneous stocks of sundry smaller companies, amounting to over \$1,000,000, all having a marketable value, and amounting in the aggregate to over \$12,550,000.

"The stocks of the United States Company, \$6,000,000; the Atlantic & Pacific, \$14,000,000; and the American Union, \$10,000,000, and \$5,000,000 bonds of the latter company, which were directly capitalized into this company, by the issue of its stock in exchange therefor, are, of course, not marketable assets, and therefore not included in either list. Over \$3,000,000 of stock and \$375,000 of bonds of the Mutual Union Telegraph Company, which are a marketable asset, are not included as such, because they were not finally paid for and taken into the accounts of the company until after the expiration of the year for which this report is made.

"These together aggregate over sixty millions of stocks and bonds of other companies, including those that have been absorbed by this company since the beginning of 1866, besides over ten millions expended in the direct construction of new lines. Of the securities, over eight millions in value, as per foregoing table, are classed as salable, and the proceeds thereof may be realized whenever they can be more profitably invested.

"During the year, and dating from the first of January, 1882, the company has entered into contracts with the Gold & Stock Telegraph Company and with the International Ocean Telegraph Company to manage and operate the lines, property and business of those companies for a term of ninety-nine years, guaranteeing to the stockholders quarterly dividends at the rate of six per cent per annum, and being entitled to all the revenues. These agreements are substantially, but not strictly, in the form of leases." The earnings of these companies for six months and of the two American cables one month of 1882 were included in the Western Union earnings, assisting to swell the amount beyond the earnings of 1881.

STATISTICS.

The following table exhibits the amount of lines operated, number of offices, number of messages sent, receipts and profits for each year since 1866:

Years.	Miles of Line.	Miles of Wire.	No. of Offices.	No. of Messages Sent.	Receipts.	Net Receipts.
1866-66	37,380	75,086	2,250	.....	\$.....	\$.....
1866-67	46,270	85,291	2,565	5,879,282	6,568,925	2,624,915
1867-68	50,183	97,594	3,219	6,404,595	7,004,560	2,641,710
1868-69	52,099	104,584	3,607	7,934,933	7,316,918	2,748,801
1869-70	54,109	112,191	3,972	9,157,646	7,138,737	2,227,965
1870-71	56,032	121,151	4,606	10,646,077	7,637,448	2,532,661
1871-72	62,033	137,190	5,237	12,444,499	8,457,095	2,790,232
1872-73	65,757	154,472	5,740	14,456,832	9,333,018	2,757,962
1873-74	71,585	175,735	6,188	16,329,256	9,262,653	2,506,920
1874-75	72,833	179,496	6,565	17,153,719	9,364,574	3,230,157
1875-76	73,532	185,832	7,072	18,729,597	10,034,983	3,599,509
1876-77	76,955	194,323	7,500	21,158,941	9,812,352	3,140,127
1877-78	81,002	206,202	8,014	23,918,894	9,861,355	3,551,542
1878-79	82,987	211,566	8,534	25,070,106	10,960,640	4,890,140
1879-80	85,645	233,534	9,077	29,215,509	12,782,894	5,833,937
1880-81	110,340	327,171	10,737	32,500,000	14,393,543	5,908,279
1881-82	131,060	374,368	12,065	38,842,247	17,114,163	7,118,970

Louisville & Nashville.

(For the year ending June 30, 1882.)

The earnings and income account for the fiscal year were given in the CHRONICLE of October 7, on page 403. The following extracts from the report of the President and Secretary should be read in connection with the figures already published:

LENGTH OF ROADS OPERATED.

"The last annual report stated the aggregate length of the roads operated by this company June 30, 1881, at 1,872 miles. In the month of July, 1881, the company purchased the entire capital stock of the Louisville Cincinnati & Lexington Railway Company, and on the first day of November, 1881, took a conveyance of its railway and other property, and incorporated the road and property, with its leased roads (in all 237 miles), into the Louisville & Nashville system. The Owensboro & Nashville road (thirty-five miles), which this company had previously operated as a part of its system, was, on the first of July, 1881, turned over to the Owensboro & Nashville Railroad Company, in which company the Louisville & Nashville Railroad owns a large majority of the capital stock, and it is now operated by that company. On the first of Jan., 1882, the Cecilian branch (from Louisville south forty-six miles) was turned over to the Chesapeake Ohio & Southwestern Railway Company, under a lease for ninety-nine years, at an annual rental of \$60,000, with the privilege to that company of purchasing at \$1,000,000.

The length of the roads operated by this company June 30, 1882, is as follows.

	Miles.	Pontchartrain.....	Miles.	500
Owned in fee or through the ownership of the entire capital stock—				1,577-95
L. & N. RR., main stem.....	185-23	Operated under lease—		
Bardstown branch.....	17-30	Nashville & Dec.....	119-09	
Lebanon-Knoxville branch.....	110-30	South. div. Cumber-		
Richmond branch.....	33-30	land & Ohio.....	30-58	
Memphis division.....	259-10	North. div. Cumber-		
Henderson division.....	135-22	land & Ohio.....	28-00	
Pensacola division.....	45-00	Shelbyville branch.....	19-00	
Pensacola & Selma div.....	72-00	Louisv. RR. Tr. Co.....	4-00	
Louisville Cin & Lex.....	175-00	Glasgow branch.....	10-50	
Louisv. Harrod's Creek &		Selma div. Western		
Westport (narrow).....	11-00	RR. of Ala.....	50-00—261-17	
Southeast & St. Louis.....	103-00	South & North Ala. RR.	185-88	
Mobile & Montgomery.....	180-00	Total.....	2,028-00	
New Orleans & Mobile.....	141-00			

The Louisville & Nashville RR. Company is interested in the following roads, as owner of a majority of the capital stock of the company operating the same, outside of its own system.

Nashville Chattanooga & St. Louis Railway.....	521
Owensboro & Nashville Railway Co.....	43
Georgia Railroad and dependences, in which the Louisville & Nashville RR. Company is interested as joint lessee with the Central RR. Company of Georgia.....	611
Total.....	1,205
Total of all roads operated and controlled.....	3,233

The following statement is made of the changes in the bonded debt during the fiscal year:

BONDED DEBT.

The mortgage debt of the company is as follows:	
Reported June 30, 1881.....	\$45,991,840
Trust bonds, issue of March 1, 1882.....	10,000,000
L. C. & L. R'way Co.'s first mortgage bonds, assumed.....	2,900,000
L. C. & L. R'way Co.'s second mortgage bonds, assumed.....	892,000
L. C. & L. R'way Co.'s general mortgage bonds.....	3,208,000
New Orleans & Mobile division second mortgage bonds.....	1,000,000
	64,991,840
Redeemed mortgage main office.....	\$10,000
Redeemed Memphis Clarksville & Louisv. bds.....	32,010
Redeemed New Orleans Mobile & Texas Company, debentures.....	3,000,000
Pledged with trustees as security in part of the trust bond issue of March 1, 1882:	
Lebanon-Knoxville branch bonds.....	1,500,000
Pensacola & Selma division bonds.....	1,248,000
Louisville Cincinnati & Lexington railway bds.....	3,308,000—
	8,988,010
Car trust liens, Louisville & Nashville Railroad Co.....	\$55,993,830
Car trust liens, Louisv. Cincinnati & Lexington R'way Co.....	2,000,000
	123,948
Total.....	\$58,117,778

"The Louisville Cincinnati & Lexington Railway Company's bonds included in above statement were assumed by this company in consequence of its ownership of the entire capital stock and property of that company.

"The \$3,000,000 debentures of the New Orleans Mobile & Texas Railroad Company, as reorganized, outstanding June 30, 1881, as per last annual report, have been retired, and \$1,000,000 six per cent bonds issued by the Louisville & Nashville Company in lieu thereof, secured by a second mortgage on the New Orleans & Mobile road.

"Besides the above additions to the funded debt of the company \$2,000,000 car-trust certificates have been issued, bearing date April 1, 1882, and maturing from 1883 to 1889. These car-trust bonds were executed and given in payment for a large amount of rolling-stock lately purchased by the company. They run through a period of seven years, payable in equal amounts semi-annually."

DEBT AND STOCK PER MILE.

The mileage of roads owned by the Louisville & Nashville Railroad Company, on which its bond and stock debt is based, is as follows:

	Miles.
Owned in fee.....	904
Owned in fee (not completed).....	94
Owned outright, through capital stock.....	720
	1,718
Total capital stock.....	Per mile.
Total mortgage debt.....	\$18,133,513—\$10,555
	58,117,778—33,829
Total stock and bond debt.....	\$76,251,291—\$44,384

TRUST BONDS.

"Of the bond issues reported June 30, 1881, the company had in its treasury unmarketed, as stated in the last annual report \$1,500,000 Lebanon-Knoxville branch bonds and \$1,248,000 Pensacola & Selma division bonds. On November 1, 1881, it issued \$7,000,000 bonds, secured by general mortgage on its Louisville Cincinnati & Lexington railway, of which \$3,792,000 bonds were retained by the trustee under the mortgage to retire the Louisville Cincinnati & Lexington Railway Company's first and second mortgage issues, and \$3,208,000 of bonds remained in the company's treasury to be marketed. Finding it impossible in the depressed condition of the market for securities throughout the year to market any of these bonds at satisfactory prices, the company negotiated an issue of \$10,000,000 trust bonds, pledging as security therefor the following bonds and stocks, in which those above referred to will be found included, to wit:

"Bonds—1,500 L. & N. RR. Co., Lebanon & Knoxville Branch, \$1,500,000; 1,248 L. & N. RR. Co., Pensacola & Selma Division, \$1,248,000; 2,677 L. & N. RR. Co., Mobile & Montgomery Division, \$2,677,000; 3,208 L. & N. RR. Co., Louisville, Cin. & Lex. Railway, \$3,208,000; 1,000 Pensacola & Atlantic, \$1,000,000; total bonds pledged, \$9,633,000.

"Stocks.—Lou. Cin. & Lex. R'y Co.—15,000 shares preferred, \$1,500,000; 10,000 shares common, \$1,000,000; S. & N. Alabama R. R. Co., 20,000 shares preferred, \$2,000,000; 1,850 shares common, \$185,000;

Mobile & Montgomery Railway, 29,397 shares, \$2,933,700; N. O. Mobile & Texas Railroad, 40,000 shares, \$4,000,000; Southeast & St. Louis Railway, 9,800 shares, \$980,000; Pontchartrain Railroad Co., 4,000 shares, \$740,000; N. C. & St. L. Railway, 135,400 shares (par \$25) \$3,385,000; Owensboro & Nashville Railway, 2,500 shares, \$250,000; Pensacola & Atlantic Railroad, 15,500 shares, \$1,550,000; total stocks pledged, \$18,529,700; total stocks and bonds pledged at their par value, \$28,162,700.

"These trust bonds were sold at ninety cents net on the dollar. The discount of \$1,000,000 has been charged partly against the surplus account of the company and partly to those roads for whose benefit the bonds were issued."

FLOATING DEBT.

"The company has made expenditures during the year for additions and improvements to the roads and equipment and advances to dependent companies. The bonds marketed did not provide in full for these necessary expenditures. The company has therefore incurred additional floating debt, and there should be no delay in improving the property and increasing its earning capacity."

The floating debt appears in the general balance sheet and the various items have been compared with 1881, as follows:

	1880-81.	1881-82.
Due sundry railroads and persons.....	\$168,986	\$327,243
Bills payable.....	1,261,723	592,728
Bills and pay-rolls unpaid.....	762,529	847,059
Interest due July 1 and Aug. 1.....	343,643	430,716
Back dividends.....	33,947	36,877
Pensacola & Atlantic Railroad Co.....		1,205,707
Dividend due August 1.....	543,900	.....
Total.....	\$3,114,728	\$3,980,329

GENERAL REMARKS.

In regard to the year's business the President says: "The results of the year did not come up to the expectations based on the first six months' business, which justified a dividend of three per cent (paid February 10, 1882). The fixed charges of the last half-year were larger by \$260,000 than for the first half, consequent on the additions made to the property to increase its earning capacity. In the spring of 1881 much business had been lost for want of adequate equipment; and, in view of that fact, the equipment was largely increased, especially during the months of December, 1881, and January, February and March, 1882. This company's one half interest in the Georgia railroad lease involved an outlay during the year of \$110,000 in excess of the revenue derived therefrom. This amount was expended for betterments, which, it is believed, will increase the earning capacity of the road and return to the company the money so expended." * * * "While the result of operations has not been as satisfactory as was expected, there is nothing to excite distrust in the future. The Georgia Railroad derives about sixty per cent of its revenue from local sources. The country tributary to its line shows signs of healthy growth, and the reflex can not be otherwise than happy. The expenses for the year just closed have been unusually heavy. The exhibit submitted shows that expenditures of every description other than for account of the 'Athen Extension' have been charged to operating expenses. The value of improvements, or rather betterments, made during the year, amount to \$207,370. This sum, plus the cash value of material on hand, increases the amount to \$365,335. If the value of additions made and material on hand be considered proper assets, the result of operations for the year just closed will show a profit on the lease instead of an apparent loss."

In the tables published in the CHRONICLE last week, the number of miles operated at the end of the fiscal year 1881-82 should have been given as 2,023, instead of 3,233. The miles operated at the close of each of the last four years, and the equipment of the company, were as follows:

	1878-79.	1879-80.	1880-81.	1881-82.
Miles owned.....	660	840	1,138	1,878
Miles leased, &c.....	312	369	434	450
Total operated.....	972	1,240	1,872	2,028
Locomotives.....	180	292	311	367
Pass., mail, exp. cars.....	112	212	215	274
Freight and all other cars.....	3,314	5,503	7,354	9,592

In conclusion the President remarks: "Besides the amounts expended in the purchase of the Louisville Cincinnati & Lexington Railway, and the construction of the Lebanon-Knoxville branch extension and the Madisonville branch, large expenditures have been made during the year for steel rails, locomotive engines, freight cars, passenger coaches, depots, wharves, terminal facilities, etc." * * * "The stockholders should, however, remember that when the large purchases of the railroads and capital stock of other companies were made in 1879, 1880 and 1881, this company had but little cash capital, and the purchases were hence made on credit, the roads purchased being at the time in bad condition; and that to pay for the property purchased and to put the roads in proper shape for active business necessarily required large outlays of money. But in view of the growing prosperity of the country at large, and especially of the rapid development of the vast resources, mineral and agricultural, of the country through which our lines and their connections immediately pass, we are confident of a successful future for our company; and for the profitable results of the fiscal year 1882-83 we have abundant promise in the excellent crops, especially in the Southern country, where our interests chiefly lie."

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1878-79.	1879-80.	1880-81.	1881-82.
Assets—				
Road, equipment, &c.....	21,865,618	32,705,932	52,023,723	61,593,923
Timber & quar. lands.....	938,178	922,109	822,745	763,438
Stocks owned.....	1,265,861	7,326,209	9,495,867	1,010,798
Bonds owned.....	1,522,810	3,123,708	3,598,090	1,161,338

	1879-80.	1879-80.	1880-81.	1881-82.
	\$	\$	\$	\$
Stks. & bonds held in tr't	656,233	806,995	1,713,053	9,527,878
Bills & accts. receiv.	507,047	743,885	1,257,973	1,655,750
Materials, fuel, &c.	1,301,844	460,523	1,191,870	1,419,279
Cash on hand	810,018	179,158	579,836	1,276,041
So. & No. Ala. RR.	421,873	459,209	329,348	504,131
Nash. & Dec. RR.	574,798	317,769	676,159	469,639
Other roads	.....	.....	1,114,041	50,000
Car trust funds	.....	.....	.....	.....
Lou. & Knox Exten.	.....	.....	.....	.....
Miscellaneous	70,000	.....	.....	.....
Total assets	31,468,518	47,297,529	71,340,274	82,464,122
Liabilities—				
Stock	9,052,950	9,059,361	18,130,913	18,133,513
Bonds (see SUPPLEMENT)	17,336,770	30,978,520	46,951,810	58,087,778
Louisville bonds	.....	.....	850,000	850,000
Delinquent	.....	.....	613,600	695,000
Bills payable	361,312	896,313	1,261,723	592,729
All other dues & ac'ts	740,819	1,649,291	931,515	1,714,301
Interest	162,475	321,839	343,644	430,716
Dividends	226,322	452,965	543,900	.....
Pensa. & At. RR.	.....	.....	40,000	1,205,707
Mort. on building	60,000	50,000	33,947	30,000
Miscellaneous	32,236	29,949	33,947	36,877
Income account	.....	.....	485,222	.....
Profit and loss	3,492,694	3,909,759	1,123,970	777,501
Total liabilities	31,468,518	47,297,529	71,340,274	82,464,122

* Including balance due for trust bonds.

Mobile & Ohio.

(For the year ending June 30, 1882.)

From advance sheets of the annual report the following abstract is made up. Mr. William Butler Duncan, President, remarks that "there is no floating debt beyond the current expenses of the month of June, which are liquidated on or before the 15th of the month next succeeding." The company has, however, guaranteed an advance of \$100,000 on account of the Cairo extension over and above the amount realized from the sale of the bonds issued for its construction; but said amount is amply covered by securities specifically held in trust. The construction of this extension has cost somewhat more than was expected, owing to the exceptionally bad weather through which the work was done, and the total cost in cash of the extension, with the terminal additions, was \$640,000. * * *

The road and equipment have been fully maintained. "The present indebtedness on account of the equipment thus far added by means of the car-trust is \$50,405, which, with the interest thereon, will be met by monthly payments of \$854, charged as paid in operating expenses. There will be added during the coming year eight mogul engines, contracted for with the Baldwin Locomotive Works, at an aggregate cost, delivered, of \$100,000, to be paid for by sixty monthly payments of \$1,650 each, to be charged in like manner as paid in the operating expenses." * * *

"The receipts from sales of lands have somewhat increased, exceeding any previous year, and amounting to \$52,005, as compared with \$49,336 last year."

In conclusion, Mr. Duncan says: "While the results of the past year's operations have been unsatisfactory, the causes thereof are simply explained by short crops and disastrous floods. Notwithstanding all these disadvantages, equalling in combined effect those of the memorable yellow fever year, the net revenue has largely exceeded the fixed charges, and we have reason, consequently, with increased facilities, to enter hopefully upon the new and unburdened year."

ROAD AND EQUIPMENT.

	1879-80.	1880-81.	1881-82.
Total miles owned and operated	506	506	527
Locomotives	75	75	75
Passenger, mail and express cars	40	43	46
Freight cars	1,072	1,134	1,227
Other cars	63	80	89

OPERATIONS AND FISCAL RESULTS.

	1879-80.	1880-81.	1881-82.
Operations—			
Passengers carried	238,069	259,679	339,952
Passenger mileage	10,468,635	11,312,655	12,469,125
Freight (tons) moved	332,552	364,430	345,554
Freight (tons) mileage	80,406,765	86,956,911	75,184,535
Earnings—			
Passenger	\$398,217	\$416,127	\$401,702
Freight	1,772,984	1,794,503	1,917,910
Mail, express, &c.	113,115	170,187	141,612

Total gross earnings	\$2,284,616	\$2,377,817	\$2,164,274
Operating expenses—			
Maintenance of way, &c.	\$126,966	\$176,367	\$187,956
Maintenance of equipment	239,910	303,263	293,541
Transportation expenses	598,189	575,816	556,238
Taxes	26,541	48,318	49,926
Miscellaneous	68,944	158,782	174,441
Total	\$1,459,650	\$1,562,486	\$1,662,145
Net earnings	\$824,966	\$815,331	\$502,129
Per cent of op. exp. to earnings	63.89	65.71	74.03

INCOME ACCOUNT.

	1879-80.	1880-81.	1881-82.
Receipts—			
Net earnings	\$824,966	\$815,331	\$502,129
Disbursements—			
Interest on mortgage bonds	\$420,000	\$420,000	\$456,000
Interest on incomes	339,593	405,000	106,000
Total disbursements	\$809,500	\$829,000	\$562,000
Balance	\$ur \$15,468 Def \$12,600		\$ur 129

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879-80.	1880-81.	1881-82.
Assets—			
Railroad, buildings, equip., &c.	\$20,459,211	\$20,812,281	\$20,812,281
Land department assets	793,892	807,447	817,654
Stocks and bonds owned, capt.	9,630	19,458	9,580
Bills and accounts receivable	128,827	128,291	71,032
Materials, fuel, &c.	236,976	327,755	325,831
Cash on hand	374,000	297,485	40,128
Reorganization trust	160,434	.....	.....

	1879-80.	1880-81.	1881-82.
U. S. Q. M. accounts	194,184	.....	50,406
Car trust "A"	.....	.....	43,125
Miscellaneous items	17,535	24,039	.....
Total	\$22,398,178	\$22,416,669	\$22,170,437
Liabilities—			
Stock	\$5,320,600	\$5,320,600	\$5,320,600
Funded debt (see SUPPLEMENT)	16,250,000	16,250,000	16,250,000
Bills payable	47,687	53,194	38,653
All other dues and accounts	60,493	67,854	64,337
Interest on debt	52,535	59,039	78,124
Car trust	.....	.....	50,406
Profit and loss—General	582,873	410,797	108,925
Do Special	.....	153,041	153,041
Do Land Depart'm't.	84,590	96,144	106,351
Total liabilities	\$22,398,178	\$22,416,669	\$22,170,437

Gulf Colorado & Santa Fe Railway.

(For the year ending July 31, 1882.)

The annual report of Mr. Geo. Sealy, the President, states that the balance sheet does not cover the full value of assets of the company. "The State of Texas owes us about 400,000 acres of land, and we have about 20,000 acres of land along our line of road, together with town sites at all stations, which belong to your company, and which are worth at least \$150,000 more than we have paid for them."

The number of miles of road operated July 31, 1882, was	430
Line purchased extending from Cleburne to Dallas, taken possession of August 1, 1882, to be included in financial statement of the year 1883	53-483
Under construction, Alvin to Houston	23
Under construction, Eastern Branch	44-67

Total mileage constructed and being constructed, exclusive of sidings

Which can be divided as follows:	550
Main line, Galveston to Lampasas	274
Fort Worth Division, Temple to Fort Worth	128
Northeastern Division, Cleburne to Dallas	53
Eastern Division, Somerville to International & Gt. North. RR.	72
Houston Division, Alvin to Houston	23

"At the time this report is being written, the grading on the Eastern branch from Somerville to Navasota is about completed (30 miles.) The iron bridge to cross the Brazos River is *en route*, and the road to Navasota may be completed by Dec. 1. A large force is engaged in grading the Houston branch, and with favorable weather Houston will be reached by the middle of November. We have all the iron, fastenings, ties and other materials on hand and paid for to complete all the road we have under construction."

The directors also determined to purchase the Chicago Texas & Mexican Central Railway, extending from Cleburne to Dallas, a distance of fifty-three miles. The transaction was closed in the last days of July, but the entries do not appear in the books of the company until August. The cost of the road does not, therefore, appear in the present statement. Possession of the road was taken Aug. 1, 1882.

As there is a very large business centering in Houston, the directors determined to build a branch road to that point from Alvin, on the main line, a distance from Houston of about twenty-three miles. This will give a line from Galveston to Houston of about fifty-one miles.

"We will also receive an increase of business from the connection made with the Texas & St. Louis Railway at McGregor. This road extends through one of the richest portions of the State, and we have made arrangements with its management to exchange business on a mutual satisfactory basis. The New York Texas & Mexican Railway, connecting with us at Rosenberg, was opened for business to Victoria on July 15, 1882, and this will also give us increased business."

The report refers to the bad year 1881-2 as follows:

"Owing to the continued drouth, the wheat, corn and oat crop yielded no surplus for transportation, and the cotton crop for the whole State, as estimated for the year ending August 31, 1882, was \$78,854 bales, as against the year ending August 31, 1881, 1,260,247 bales. The total number of bales reaching Galveston for the year ending August 31, 1882, was 442,560 bales as against the year ending August 31, 1881, 694,661 bales. The total receipts over our road for the year ending July 31, 1882, was 184,037 bales, as against July 31, 1881, 258,187 bales."

On the first of August, 1881, 245 miles were operated, of which 19 were leased, and on the first of August, 1882, 430 miles were operated, all owned by the company, the leased road from Arcola to Houston having been dropped March 15, 1882.

OPERATIONS FOR THE FISCAL YEAR ENDING JULY 31, 1882, AS COMPARED WITH 1880-81.

	1880-1.	1881-2.	Increase.
Gross Earnings—			
Passenger receipts	\$198,587	\$201,289	\$25,702
Freight receipts	615,834	978,943	363,111
Mail service	6,080	19,139	13,059
Expressage	7,100	12,400	5,300
Telegraph receipts	2,883	8,609	5,725
Miscellaneous earnings	9,910	50,689	20,749
Total	\$777,495	\$1,251,073	\$473,688
Operating Expenses—			
Contracting transportation	\$253,430	\$355,556	\$102,156
Motive power	148,666	243,132	94,466
Maintenance of cars	26,527	63,329	36,802
Maintenance of way	76,280	117,422	41,142
General expense	18,779	31,484	12,704
Total	\$523,684	\$810,955	\$287,271
Net earnings	\$253,751	\$440,117	\$186,366

	1880-1.	1881-2.
AV. number of miles of road operated	212	361
Proportion of expenses to earnings	67 p. c.	66 p. c.
Tons of freight carried	259,639	317,176
Tons carried one mile	26,329,142	39,561,051
Average rate per ton per mile	2 cts.	2 cts.

Number of passengers carried.....	1880-1.	1881-2.
Passengers carried one mile.....	62,280	109,606
Revenue per passenger per mile.....	3,525,584	6,095,196
Gross earnings per mile.....	2 sets.	3 sets.
Operating expenses per mile.....	\$3,667 15	\$3,463 17
Net earnings per mile.....	2,470 31	2,244 85
	1,196 94	1,218 31

INCOME ACCOUNT 1881-82.

Net earnings.....	\$140,117
Payments from Income—	
Annual interest on bonded debt.....	\$291,900
Rental of leased lines.....	15,458
Insurance on company's property.....	13,091
Advertising payment of interest.....	39
State, county and municipal taxes.....	12,895— 331,384
Balance surplus.....	18,733
	\$440,117

GENERAL BALANCE JULY 31, 1882.

Dr.	Cr.
Cost of road, equip., &c. \$9,227,466	Capital stock..... \$3,480,900
Real estate and right of way..... 272,358	Bonded debt..... 5,505,000
Telegraph line..... 71,982	Pay rolls and vouchers..... 177,845
Material and stores..... 53,500	Bond coupons (outstanding)..... 13,440
Fuel..... 80,140	Sundry creditors..... 768,939
Bills receivable..... 145,734	Connecting roads..... 6,343
Sundry accounts..... 214,443	Income account..... 191,222
Balance due by station masters..... 32,283	
Cash..... 43,872	
	\$10,143,781

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—Four hundred and five miles of track west from Albuquerque have been finished. Only 159 miles intervene between the end of the track and the Colorado River, and of this 115 miles are wholly, and the balance partially, graded. The end of the Southern Pacific extension is within 160 miles of the west bank of the river, and 40 miles of the 160 are graded.

Baltimore & Ohio.—At the directors' meeting of the Baltimore & Ohio Railroad cash dividends of five per cent for the half-year were unanimously declared on the stock of the Main Stem and Washington Branch, payable Nov. 1. President Garrett presented a statement of the earnings of the main line and branches for September last, which showed a total of \$1,759,291, as against \$1,642,634 for the same month of the preceding year, being an increase of \$116,657. President Garrett stated that after payment of five per cent cash dividends upon the common stock more than \$600,000 remained to be added to the surplus fund, which is not represented by stock or bonds, and which on the 30th of September, 1881, amounted to the grand total of \$42,258,680.

Carolina Cumberland Gap & Chicago.—A report from Aiken, S. C., says that a consolidation under the name of the Carolina Cumberland Gap & Chicago Railroad has been effected by the Atlantic & French Broad Valley road in South Carolina, the Cumberland Railway of Kentucky, the Morristown Cumberland Gap & Ohio of Tennessee, and Morristown & Carolina Ry. Gov. Hagood, of South Carolina, is President, and a number of prominent South and North Carolinians and Tennesseans are directors. Authority was given for the immediate issuance of first and second mortgage bonds, and stock certificates, which will be printed at the earliest date practicable. Altogether the bonds and stock to be issued will amount to \$17,000,000. Headquarters will be established at Aiken. The construction party will be the Atlantic & Northwestern Construction Company of New York. The construction party agree to build 100 miles of the road a year.

Carson & Colorado.—This narrow-gauge road, which is already built from Mound House, Nevada (on the Virginia and Truckee road, ten miles from Carson City), southward about 180 miles, is to be extended some 250 miles more to Mojave, on the Southern Pacific, thus opening up a great mining region on the east side of the Sierra Nevada. The road is owned by Senator Sharon and other men of means.

Chicago Iowa & Dakota.—A dispatch to the St. Paul Pioneer-Press from Hampton, Iowa, says: "The railroad to be known as the Chicago Iowa & Dakota Railroad Company, which is being so cautiously manipulated to completion by Judge Potter, who was formerly President of the Iowa Central, has been ventilated but little. This road seems to be the centre link to a chain that will develop into a line of considerable magnitude. At present the road is being built from Gifford, Hardin County, to Forest City, a distance of eighty miles. It is being laid with sixty pound steel rails, and its roadbed and bridges signify something more than a local line. The track is already laid to Eldora."

Denver & Rio Grande.—President Palmer telegraphed on Tuesday from the end of the track, Western Colorado: "I have ridden here over the works from the end of our track in Utah. The entire gap of about 200 miles is lined with men and teams finishing up. Three thousand men are employed. The Denver & Rio Grande track will reach the Utah border in two months. This completes the Denver & Rio Grande portion. The Denver & Rio Grande Western in Utah will finish earth-work about the same time, leaving then only 90 miles of track-laying to be done, which will continue at the rate at which rails are manufactured for us by the Colorado Coal & Iron Co., namely, a mile and a half daily."

East Tennessee Virginia & Georgia.—Track is now all laid on the cross branch from Ooltewah, Tenn., to Red Clay, 11½ miles. This branch has been built to give the new line to Atlanta and Brunswick a direct connection with Chattanooga.

Tracklaying on the company's Cincinnati & Georgia line was completed last week by filling the gap between Dallas, Ga., and Hill's Creek, 6½ miles. Through trains began to run over the new line from Chattanooga to Atlanta, Macon and Brunswick, Oct. 9.

The new line extends from Rome, Ga., through Atlanta to Macon, 161 miles, completing this company's connection with its Macon & Brunswick road, and forming a line of 347 miles from Rome to Brunswick. From Chattanooga to Atlanta the company's line now competes directly with the Western & Atlantic, and from Atlanta to Macon with the Central of Georgia. From Oct. 9 the Georgia division extends from Macon to Ooltewah Junction and Cleveland, Tenn., and the northern end of the Alabama division is at Rome instead of Cleveland.—*Railroad Gazette.*

Elizabeth City Debt.—The citizens contended that a financial agent, who should receive two per cent on the \$6,000,000 debt, or \$120,000, was an unnecessarily expensive luxury. The city authorities, however, have appointed Messrs. Louis Fitzgerald and Stewart L. Woodford as financial agents, and it would seem desirable for the citizens to make diligent inquiries as to the services to be rendered for this fee of \$120,000, and whether any division of the money with other parties is to be made. It would also be well to ascertain whether there were not plenty of able and honest men in the State of New Jersey who would readily have attended to the business, and quite efficiently too, for \$10,000.

Erie.—The Times reports that judgment has been entered in favor of Henry A. Vatable and others against the New York Lake Erie & Western Railroad Company. The plaintiffs were holders of 300 shares of stock of the old Erie Railway Company. Prior to the sale of the franchises and property of that corporation, under a judgment of foreclosure, the reorganization agreement was made by which the defendants as successors were bound to deliver its common stock in exchange for Erie common stock and a payment in gold of \$4 per share, with interest from March, 1877. The plaintiffs applied to the New York Lake Erie & Western Railroad Company for the issuance to them of 300 shares of its common stock, offering in return 300 shares of Erie stock and the sum of money provided for by the agreement. Their request was denied on the ground that the time for them to become parties to the agreement had expired by limitation. This plea was overruled by Judge Lawrence, before whom the suit was tried in Supreme Court, Special Term, about a year ago. The findings of law and fact in the case were not settled until last month, and the decree was not signed until last Thursday. Messrs. Conder Brothers appeared for the plaintiffs, and Messrs. Shipman, Barlow, Larocque & McFarland for the defendant corporation.

Georgia Railroad.—At Augusta, Ga., Oct. 10, at a meeting of the directors of the Georgia Railroad Company, a resolution was passed ordering the stock of the company to be taken off the New York Stock Exchange. The rental of the road for a half year—\$300,000—was paid promptly by the lessees, the Louisville & Nashville and Central railroad companies. Gen. Alexander resigned from the directory of the Georgia Company on account of his being President of the Central Company, and State Treasurer Spear was elected to fill the vacancy.

Louisville & Nashville.—The following communication from Mr. C. C. Baldwin, President of the Louisville & Nashville Railroad Company, were sent to the N. Y. Stock Exchange:

"To the President of the New York Stock Exchange:

"Notice is hereby given that 30,500 shares of the capital stock of the Louisville & Nashville Railroad Company, being stock originally subscribed for by and issued to the city of Louisville under ordinance of said city adopted Nov. 13, 1855, with the stock dividends thereon, are now active stock in the said company from the sum of \$21,213,513 to the sum of \$30,000,000; the object for which such increased stock is to be issued is to provide for the wants of the company by taking up outstanding debts of the company and for improvements and extensions of the property of the company. Such additional stock, as the same may be disposed of, to the amount of \$3,786,487, making the capital stock as registered \$25,000,000, will be registered on the books of the transfer agency of the company at New York on and after Nov. 10, 1882. No further issue of such increased stock will be made until further notice to the Stock Exchange, nor until the same shall have been first offered to the stockholders of the company."

The city of Louisville originally took 10,000 shares of the L. & N. stock for its advance of money towards building that road. Scrip dividends of 10, 40 and 100 per cent increased the 10,000 shares to 30,800. This stock was never reported in statements of the company's capital, and the company refused to allow the city to vote on it. An act was passed by the last Legislature of Kentucky authorizing the company to pay off the city loan in government bonds, and take up this stock, which they have done, and now make application to list it. The company's capital stock has in fact been \$21,213,513, so that the new stock authorized Oct. 4 was really \$8,786,487, instead of \$12,000,000.

Massachusetts Central.—The Boston Advertiser says: "The directors of the Massachusetts Central Railroad expect to have their statement to the bondholders finished in the course of two weeks. The condition of affairs has, it is said, been found to be very much worse than at first supposed. The line between Boston and Jefferson, which was turned over by the contractor to the company as fully completed, needs five new bridges and other improvements, which will cost in the aggregate fully

\$100,000. Excessive land damages, legal controversies and other causes will, in all probability, still further swell this sum. The directors have already advanced \$15,000 to keep the road in operation, and are not inclined to do any more. It is now evident that the crisis in the company's affairs is near at hand, and that it must very soon be determined whether the road shall go under the sheriff's hammer, or be continued under the present management, with ample funds to complete it and place it on a paying basis."

Memphis & Charleston.—The road will soon be transferred to the stockholders. The first mortgage bonds in the company's treasury have been sold at 120, and the proceeds have been more than sufficient to pay the bonus of \$400,000 to the East Tennessee Company. The new stock will be taken by a pool, in case the stockholders do not avail themselves of the privilege. The road will begin operations under the stockholders, with no floating debt, and with a surplus in the treasury.—*Kiernan's*.

Milwaukee Lake Shore & Western.—The report of this company for the fiscal year ending June 30, 1882, submitted to the Railroad Commissioner of Wisconsin, makes the following exhibits for the fiscal years ending June 30, 1882, and June 30, 1881:

	1882.	1881.
Total income.....	\$303,270	\$491,968
Operating expenses.....	486,409	352,246
Excess of income.....	316,860	139,724
Taxes.....	4,945	2,757
Net earnings.....	311,915	136,946
Interest on debt.....	174,901	124,963
Balance for the year.....	\$137,014	\$11,982

The following is the general balance sheet at the close of the fiscal year:

Assets—	
Cost of road and equipment.....	\$10,431,925
Capital stock (preferred) in trust.....	55,749
Material and fuel on hand.....	89,717
Real estate.....	9,929
Cash in Milwaukee.....	20,443
Due from agents, conductors, express company and United States Government.....	28,261
Via Deseret and Lake Superior Railway.....	20,577
Total.....	\$10,654,603
Liabilities—	
Capital stock.....	\$8,000,000
Funded debt.....	3,348,000
Income bonds.....	500,000
Due for construction Northern Division and Pelican branch.....	228,336
Other liabilities, including unpaid vouchers, pay-roll, etc.....	211,649
Income account.....	366,617
Total.....	\$10,654,603

Mobile & Girard.—For the purpose of extending this railroad from Troy to Elba, in Coffee County, Ala., the stockholders have voted to issue \$250,000 bonds.

New York Stock Exchange.—The governors of the Stock Exchange have admitted to dealings at the Board the following additional securities:

MICHIGAN CENTRAL RAILROAD.—An additional issue of \$2,000,000 bonds secured by the consolidated mortgage of May 7, 1892, under which mortgage there has been before issued \$8,000,000. The bonds now listed bear 5 per cent interest, and are due May 1, 1902, and will be known as "Consolidated 5s."

FORT WORTH & DENVER RAILROAD.—An additional \$1,950,000 first mortgage bonds and an additional \$1,400,000 capital stock, in shares of \$100 each.

OREGON SHORT LINE RAILROAD.—An additional \$2,000,000 first mortgage 6 per cent bonds and \$1,000,000 capital stock in shares of \$100 each.

BROOKLYN BATH & CONEY ISLAND RAILROAD.—\$200,000 first mortgage 6 per cent bonds, due August 1, 1912.

COLUMBUS CHICAGO & INDIANA CENTRAL RAILROAD.—Purchasing Committee's receipts, to be issued in exchange for outstanding first mortgage bonds, \$1,019,000; for Union Trust Company certificates, \$11,859,000; for income and second mortgage (convertible into income) bonds, \$10,000,000; and for common stock, \$15,000,000.

New York Susquehanna & Western.—This company has begun to run through passenger trains over the new extension from Two Bridges, N. J., on the old main line to Middletown, to Gravel Place, Pa., where connection is made with the Delaware Lackawanna & Western road. The distance from Two Bridges to Gravel Place is 50 miles. It is expected that the road will have a considerable coal traffic.

Northern Pacific.—The Northern Pacific has purchased from the St. Paul Minneapolis & Manitoba Company the line from St. Cloud to St. Paul, thus securing a direct and independent route to St. Paul and Minneapolis. In return the Northern Pacific cedes to the Manitoba Company the Casselton branch, leaving that company in undisturbed possession of the Manitoba traffic.

Ohio & Mississippi.—The following is the exhibit for Sept. filed in the United States Court by Receiver Douglass:

	1881.	1882.
RECEIPTS.		
Cash on hand September 1.....	\$30,603	\$49,788
Cash from station agents.....	448,773	516,478
Cash from conductors.....	6,806	11,971
Cash from individuals, railroads, etc.....	30,121	47,419
Cash from Adams and American Express cos.....	745	1,603
Total.....	\$573,051	\$627,259
DISBURSEMENTS.		
Vouchers previous to November 18, 1876.....	\$255,463	\$23,739
Vouchers subsequent to November 17, 1876.....	125,412	201,854
Pay-rolls.....	181,702	181,702
Arrearages.....	1,519	1,143
Cash on hand October 1.....	187,635	245,821
Total.....	\$573,051	\$627,259

—At Cincinnati, Oct. 12, the annual meeting of the stockholders of the Ohio & Mississippi Railroad was held for the purpose of electing three directors. There was no opposition to

the following, who were elected: William McClintick, Chillicothe, Ohio; John M. Douglass, Chicago, and Charles E. Beecher, Cincinnati. President McClintick submitted his annual report, briefly reviewing the action in reference to reorganization, which was for the issuance of 5 per cent coupon bonds to the amount of \$16,000,000, secured by mortgage. This action was approved at a stockholders' meeting April 6, 1882, at Flora, Ill., by a large majority, but the actual issue of stock and execution of the mortgage was deferred until after the present meeting. The company is now ready to take this step, and it will remain for the board to determine the time and manner of issuing the bonds and placing them on the market. The report of the earnings and expenses for the year ending Dec. 31, 1881, shows the net earnings to have been \$3,959,053. For want of a quorum no action was taken on the issuance of bonds.

Palisades R.R. (N. J.)—A meeting to promote the construction of a railroad along the Palisades was held this week. The road is projected from the New Jersey State line to either Weehawken or Hoboken. If the latter terminus is selected it will be about twenty miles long; if the former it will be sixteen and one half miles in length. The road will be of a single track of the standard gauge. Its cost has been estimated at about \$300,000. It will be built by the Palisades Railroad Company, which was organized a year ago under a special charter, with a capital stock of \$500,000. The directors are John S. Lyle, William Walter Phelps, S. V. White, George S. Coe, W. S. Opydyk, William O. Allison, H. W. Banks, E. A. Brinkerhoff and William B. Dana. Mr. Dana is President, Mr. Coe is Treasurer and Mr. Allison is Secretary. At the meeting in this city a considerable portion of the capital necessary to construct the proposed line was subscribed. A committee was appointed to solicit further subscriptions.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Atlantic & Pacific.—Extended from Williams, Arizona, west 23 miles. The Central Division is extended from Claremore, Ind. Ter., west by south to Tulsa, 33 miles.

Brighthope.—Extended from Chester, Va., east to Bermuda, 10 miles. Chicago Milwaukee & St. Paul.—The Hastings & Dakota Division is extended from Millbank, Dak., west 10 miles. The Okoboji Branch is completed from Spencer, Ia., north to the Okoboji Lakes, 17 miles. On the James River Branch track is laid from Mitchell, Dak., north to Letcher, 15 miles.

Chicago & Northwestern.—The Watertown Branch is extended from Clark Centre, Dak., west to Redfield, 43 miles.

D-nver & Rio Grande.—The Blue River Branch is extended from Wheeler, Col., to Frisco, 7½ miles. The Utah Extension is extended west to Delta, Col., 5 miles. Gauge, 3 feet.

Denver & Rio Grande Western.—Extended from Pleasant Valley, Utah, eastward 51 miles. Gauge, 3 feet.

East Tennessee Virginia & Georgia.—The Ooltwah Branch is completed from Ooltwah, Tenn., to Red Clay, 11½ miles. The Cincinnati & Georgia line is completed by laying track between Dallas, Ga., and Hill's Creek, 6½ miles. Gauge, 5 feet.

Galveston Harrisburg & San Antonio.—Extended westward to Pecos Crossing, Tex., 10 miles.

Leavenworth Topeka & Southwestern.—Completed to a point forty-two miles west by south from Leavenworth, Kan., an extension of 14 miles.

Louisville & Nashville.—A branch is completed from Madisonville, Ky., west to Providence, 16 miles.

New York Lake Erie & Western Coal & Railroad Co.—Road completed from Crawford Junction, Pa., southward to Johnsonburg, 29-92 miles.

New York Susquehanna & Western. Extended from Warrington, N. J., to Gravel Place, Pa., 14 miles.

Ottumwa & Kirksville.—Completed from Ottumwa, Ia., northwest to Kirksville, 12 miles.

Pemigewasset Valley.—Track laid from Plymouth, N. H., north to Mad River, 5 miles.

Pennsylvania.—The Sugar Camp Branch is completed from the Tyrone Division to Sugar Camp Mine, Pa., 3½ miles. The Vance's Mill Branch is completed from the Redstone Branch to Vance's Mill, 2½ miles.

Pittsburg & Western. The Parker Division is extended from Butler, Pa., southwest to Baldridge, 7 miles. Gauge, 3 ft.

Reno City & Eldred.—Completed from Eldred, Pa., south to Rew City, 12 miles. Gauge, 3 ft.

Savannah Florida & Western.—Track laid on the Florida Extension from Live Oak, Fla., south to Rowland's Bluff, 24 miles. Gauge, 5 ft.

Sioux City & Pacific.—The Nebraska Division is extended from Thatcher, Neb., westward to Valentine, 6 miles.

Toledo Cincinnati & St. Louis.—Extended from Fillmore, Ill., west to East Swool Creek, 10 miles. Track laid between Stewardson, Ill., and Ramsay, 30 miles. Gauge 3 feet.

Union Pacific.—The Grand Island & St. Paul branch is extended from St. Paul, Neb., northwest to North Loup, 27 miles.

Utah & Northern.—Extended from Silver Bow Junction, Montana, north to Deer Lodge, 30 miles. Gauge, 3 feet.

This is a total of 491½ miles of new railroad, making 8,031 miles thus far this year, against 5,340 miles reported at the corresponding time in 1881, 4,135 miles in 1880, 2,507 miles in 1879, 1,422 miles in 1878, 1,548 miles in 1877, 1,740 miles in 1876, 903 miles in 1875, 1,150 miles in 1874, 2,897 miles in 1873 and 5,147 miles in 1872.—*Railroad Gazette*.

Sonora Railway.—Mr. C. C. Wheeler, General Manager of the Atchison Topeka & Santa Fe, states that the Sonora Railway (Guaymas extension of the Atchison Topeka & Santa Fe) will be completed Nov. 1 next, and will be ready for business through to Guaymas shortly afterwards. About 175 miles of the Southern Pacific are being used by the new line. The completion of this line will give the Atchison Topeka & Santa Fe a through route to the Gulf of California.

Texas & St. Louis (Narrow-Gauge).—At a meeting of the stockholders of the Texas & St. Louis Narrow-Gauge Railroad, held in St. Louis, October 11, the proposition to increase the capital stock of the road in Missouri and Arkansas from \$4,850,000 to \$15,000,000 was unanimously adopted.

—The Texas & St. Louis Railway Company in Missouri and Arkansas Construction Fund has called upon the subscribers for the final instalment of 10 per cent, payable on October 16 to the Central Trust Company of this city. Certificates are to be presented for indorsement, and the bonds appertaining to this instalment will be delivered by the Trust Company when countersigned. Notice will be given when the balance of the securities due subscribers are ready for delivery.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 13, 1882.

The weather has become more autumn-like, giving an impulse to business that had begun to drag. The money market is easier, and exchange, though dull, is a little firmer. At the same time there has been a check to speculation in breadstuffs and provisions, and a more liberal export movement is in prospect. Therefore, the position of trade may be regarded as much improved, with a good promise for the future.

There has been a generally firm tone to the provision market. The speculation in lard has not been large, but for export the movement has been satisfactory. To-day pork on the spot sold quite freely at \$23 37½¢@23 50 for mess; October options quoted \$23@23 25; November, \$22 50@22 75. The lard market opened weak, but soon recovered on advices from the West; prime Western sold on the spot at 13 12½¢@13 20¢, closing at the latter; refined for the Continent quoted at 13 12½¢; South American, 13 50¢; for future delivery November was sold at 12 52½¢; December, 11 90¢@11 97½¢; seller year, 11 95¢@11 97½¢; January, 11 70¢@11 77½¢; February, 11 72½¢; March, 11 70¢@11 75¢; April, 11 75¢; May, 11 67½¢@11 77½¢. Bacon was nominal at 14¼¢@15¢. for long clear. Beef hams dull at \$17@18. Beef rules quiet but steady at \$23@30 for extra City India mess. Butter is firm for the fine qualities, but low grades are plenty and weak. Cheese was lowered to-day to 9½¢@12½¢. for good to fancy. Tallow is firm at 8¼¢. for prime. Stearine quiet at 13¢. for Western and 13¼¢. for City.

The grocery market has shown few, if any, points of interest during the week. Business has been slow and the general tendency of prices slightly downward, though no important changes can be noted. To-day Rio coffee was quoted at 9¢. for fair cargoes, with small sales on that basis; mild grades received only a jobbing attention. Refining grades of molasses are nominal, in the absence of sufficient offerings; 50-test Cuba quoted 30¢@33¢; old crop New Orleans quoted 40¢@60¢, and the new 55¢@65¢. Rice is steady at 2 60¢@2 62½¢. for Rangcon in bond. Raw sugars were again dull and inclined to easiness; fair to good refining, 7½¢@7½¢; 96-test centrifugal, 8¼¢; refined steady and in fair demand; crushed, 9½¢; powdered, 9½¢@9½¢; granulated, 9 3-16¢; standard "A," 8½¢; "off" A, 8½¢@8½¢.

Kentucky tobacco remains very quiet; sales for the week are only 200 hhds., of which 175 for export and 75 for home consumption. Prices are quite nominal; lugs 6 7½¢; leaf 7½¢@12½¢. Seedleaf continues in good demand, and sales for the week amount to 3,977 cases as follows: 1,600 cases 1881 crop Pennsylvania, 6½¢@17¢; 200 cases 1880 crop do., 10¢@20¢; 700 cases 1881 crop Wisconsin Havana, 10¢@19¢; 101 cases 1881 crop Wisconsin seed, 12½¢; 826 cases 1880 crop State flats, 8½¢@14¢; 450 cases 1881 crop New England, 14¢@50¢; 100 cases 1880 crop Ohio, 4½¢@6¼¢; also 450 bales Havana, 88¢@120.

Naval stores have been advanced by reduced stocks here and stronger advices from the primary and foreign markets. Spirits turpentine to-day was quoted at 51¢@51½¢; strained to good strained rosins \$1 92½¢@1 95¢@2. Refined petroleum has declined to 7½¢. for 110 and 8½¢. for 70 test, owing to lessened demands from exporters, caused by a small supply of tonnage. Crude certificates have had a good speculation, the sales averaging 6,000,030 bbls per day, and prices have been in the interest of holders; to-day the sales were at 96½¢@95½¢, closing at 95¼¢@95½¢; November options 96½¢, December 98½¢, January \$1 00½¢, February \$1 02½¢. Refined copper steady; 200,000 lbs Lake sold at 18¢@18¼¢. Steel rails have been more active; 15,000 tons sold for 1883 delivery at \$45. Hops are very strong and in active demand for export and home use; free sales of choice new at 70¢. cash, closing with a number of holders asking 72¢; old State, 63¢@68¢.

Ocean freight-room has been only moderately active, due to the small supply of tonnage; with the exception of a slight irregularity in Liverpool berth room, all rates have remained firm. To-day grain was taken to Liverpool by steam at 4½¢; hops 11-16¢; flour 15s. @17s. 6d.; bacon 27s. 6d. @30s.; cheese 35s. @40s.; cotton 3-16¢@7-32d.; grain to London by steam quoted 7d.; do. to Glasgow by steam taken at 4½¢; do. to Avonmouth by steam, 6¼¢; do. to Rotterdam by steam, 6¼¢; do. by sail to Lisbon, 13½¢; do. to Palma de Majorca, 5s. 3d. per quarter; do by steamer (November) to the Mediterranean, 5s. 5d.; refined petroleum to Hamburg, 3s. 7½¢; do. to Oporto, 4s.; do. to Bristol Channel, 3s. 4½¢; crude do. to Barcelona, 4s. 4½¢.

COTTON.

FRIDAY, P. M., October 13, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 13) the total receipts have reached 206,136 bales, against 179,883 bales last week, 136,479 bales the previous week and 77,233 bales three weeks since; making the total receipts since the 1st of September, 1882, 682,976 bales, against 795,643 bales for the same period of 1881, showing a decrease since September 1, 1882, of 112,667 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	4,798	10,557	2,823	6,006	5,147	3,029	32,950
Indianola, &c. ....	.....	.....	.....	.....	.....	815	815
New Orleans	2,939	12,537	2,081	2,840	6,742	7,240	34,379
Mobile	1,271	5,002	2,489	2,483	1,798	4,049	17,092
Florida .....	.....	.....	.....	.....	.....	196	196
Savannah	1,666	8,630	9,681	6,023	6,584	7,631	40,215
Brunsw'k, &c. ....	.....	.....	.....	.....	.....	401	401
Charleston	4,910	6,864	4,779	5,247	4,136	5,096	31,032
Pt. Royal, &c. ....	.....	.....	.....	.....	.....	732	732
Wilmington	539	829	1,209	705	692	718	4,692
Moreh'd C., &c. ....	.....	.....	.....	.....	.....	487	487
Norfolk	3,533	4,299	3,644	5,371	6,358	3,724	26,929
City Point, &c. ....	.....	.....	.....	.....	.....	11,177	11,177
New York .....	.....	230	.....	.....	.....	81	311
Boston	621	418	430	417	402	320	2,608
Baltimore .....	.....	.....	.....	.....	.....	118	118
Philadelph'a, &c.	961	153	.....	40	805	40	2,002
Totals this week	21,231	49,519	27,136	29,132	32,664	46,154	206,136

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year:

Receipts to Oct. 13.	1882.		1881.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1882.	1881.
Galveston	32,950	133,076	19,976	109,354	62,284	68,453
Indianola, &c.	815	6,351	616	4,692	.....	.....
New Orleans	34,379	101,653	49,864	183,146	72,471	151,266
Mobile	17,092	50,220	11,315	46,757	8,007	18,921
Florida	196	509	307	777	.....	.....
Savannah	40,215	155,332	36,163	169,343	75,033	59,679
Brunsw'k, &c.	401	1,745	662	2,870	.....	.....
Charleston	31,032	110,174	24,940	101,401	50,366	52,966
Pt. Royal, &c.	732	1,092	29	10,150	150	4,659
Wilmington	4,692	19,121	5,251	23,099	12,297	9,721
M'head C., &c.	487	1,403	273	1,056	.....	.....
Norfolk	26,929	65,008	26,454	93,813	17,298	20,561
City Point, &c.	11,177	21,364	6,321	24,936	.....	.....
New York	311	1,847	1,346	4,757	41,032	92,912
Boston	2,608	9,268	4,407	11,030	1,510	3,500
Baltimore	118	1,091	2,239	5,981	4,965	11,899
Philadelph'a, &c.	2,002	3,722	893	2,481	10,744	5,143
Total	206,136	682,976	191,056	795,643	356,157	499,680

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons:

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galveston, &c.	33,765	20,592	24,802	19,119	25,307	20,275
New Orleans	31,379	49,864	42,541	41,612	16,933	29,792
Mobile	17,092	11,315	14,849	15,783	3,527	13,689
Savannah	40,215	36,163	35,918	33,272	39,344	26,392
Charl'at'n, &c.	31,764	24,969	33,588	27,071	32,893	20,536
Wilm'g't'n, &c.	5,179	3,524	7,024	5,796	6,892	5,896
Norfolk, &c.	38,106	32,775	42,662	30,633	27,834	17,884
All others	5,636	9,854	8,983	8,428	7,503	790
Tot. this w'k.	206,136	191,056	210,367	181,714	160,233	135,054
Since Sept. 1.	682,976	795,643	903,125	762,061	685,839	397,429

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 101,399 bales, of which 63,429 were to Great Britain, 17,903 to France and 19,977 to the rest of the Continent, while the stocks as made up this evening are now 356,157 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Oct. 13.				From Sept. 1, 1882, to Oct. 13, 1882.			
	Great Brit'n.	France.	Continent.	Total.	Great Britain.	France.	Continent.	Total.
Galveston .....	.....	.....	.....	.....	18,230	.....	4,308	22,662
New Orleans	22,881	7,291	.....	30,982	48,199	20,587	850	69,666
Mobile .....	.....	.....	.....	.....	.....	.....	.....	.....
Florida .....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah .....	.....	4,012	5,063	10,575	5,307	4,012	5,063	15,492
Charleston	4,350	5,075	9,350	18,775	9,850	5,075	9,350	24,275
Wilmington .....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk	13,482	.....	.....	13,482	13,482	.....	.....	13,482
New York	32,505	715	8,061	41,281	70,842	7,056	17,121	104,019
Boston	4,076	.....	.....	4,076	13,718	.....	.....	13,718
Baltimore	3,078	.....	1,013	4,091	18,094	800	8,005	26,894
Philadelph'a, &c.	3,057	.....	.....	3,057	10,529	.....	.....	10,529
Total	63,429	17,903	19,977	101,399	217,254	37,936	45,439	300,629
Total 1881	52,651	14,060	21,639	88,350	277,964	41,987	49,372	368,323

* Includes exports from Port Royal, &c.

In January and February, 1882, large additions to our port receipts were made, for on sessions during previous weeks of a portion of the City Point, &c., movement. Consequently we have now revised our weekly and monthly tables of receipts from Sept. 1, 1881, to Feb. 1, 1882, and incorporated the omissions in the weeks to which they belong instead of inserting them in bulk in December and January.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

On Shipboard, not cleared—for					Leaving Stock.
OCT. 13, AT—	Great Britain.	France.	Other Foreign.	Coast-wise.	
New Orleans....	5,181	7,933	15,271	720	20,005
Mobile.....	None.	None.	None.	None.	None.
Charleston.....	3,900	None.	2,785	1,500	8,185
Bavannah.....	3,100	None.	16,000	5,400	24,500
Halveston.....	17,099	2,667	8,571	3,507	31,844
New York.....	7,279	None.	None.	2,650	9,929
Other ports.....	6,200	250	1,500	None.	7,950
Total 1882.....	47,759	10,750	46,127	13,777	118,413
Total 1881.....	45,603	20,414	21,869	16,397	103,913
Total 1880.....	58,139	22,798	23,073	10,792	114,802

The speculation in cotton has been fairly active during the past week, opening depressed and then advancing. On Saturday the very favorable weather reports from the South and a considerable increase in the movement at interior towns, together with dull foreign advices, caused a material decline. On Monday the opening was stronger, but the large receipts at the ports caused a slightly lower closing for the early months. During Tuesday and Wednesday prices were advancing. Foreign advices being better, stocks, especially of American cotton, continued very small. Under these circumstances there was a demand to cover contracts, which, with reduced offerings, caused a material recovery of values, and the distant deliveries attracted more attention from operators for the rise. Yesterday there was renewed depression, under the large receipts at the ports. To-day the opening was quite depressed, but the close steadier in tone, though somewhat irregular as to prices. Cotton on the spot has been more active for export, with a steady demand for home consumption. Quotations were advanced 1-16c. on Tuesday, and again on Thursday, the small stocks giving holders the advantage, without reference to the course of futures. To-day the price was steady, but there was less doing for export, and the close was quiet at 1 1/2c. for middling upland.

The total sales for forward delivery for the week are 495,600 bales. For immediate delivery the total sales foot up this week 10,176 bales, including 5,508 for export, 4,368 for consumption, 300 for speculation and — in transit. Of the above, 700 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Oct. 7 to Oct. 13.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tue.	Sat.	Mon.	Tue.	Sat.	Mon.	Tue.
Ordin. 8 1/2	8 1/2	8 1/2	8 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Good Ord. 9 1/2	9 1/2	9 1/2	9 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Str. G'd Ord. 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Low Midd. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Str. Lw Midd. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Middling 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Good Midd. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Str. G'd Midd. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Midd'g Fair 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Fair..... 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
STAINED.	Sat.			Mon.			Tue.		
	Sat.	Mon.	Tue.	Sat.	Mon.	Tue.	Sat.	Mon.	Tue.
Good Ordinary.....	8 1/2	8 1/2	8 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Strict Good Ordinary.....	9 1/2	9 1/2	9 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Low Middling.....	10 1/2	10 1/2	10 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Middling.....	10 1/2	10 1/2	10 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2

MARKET AND SALES

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec. ul'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat. Steady.....	1,042	600	.....	.....	1,642	87,700	.....
Mon. Steady.....	618	741	300	.....	1,657	80,800	200
Tues. Firm at 1 1/2 adv.	1,800	560	.....	.....	2,360	77,000	200
Wed. Firm.....	1,200	654	.....	.....	1,854	101,900	300
Thurs. Steady at 1 1/2 adv.	775	780	.....	.....	1,555	73,000	200
Fri. Steady.....	75	1,033	.....	.....	1,108	75,200	200
Total.....	5,508	4,368	300	.....	10,176	495,600	1,100

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.																					
Market, Prices and Sales of FUTURES.	Name and Total Sales.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.									
Saturday, Oct. 7— Sales total (range). Closing.	Lower, 87,700 10-85@11-68 Dull.	18,000 11-07@11-23 11-08—	7,700 10-85@10-91 10-85—10-86	18,600 10-83@10-93 10-83—10-86	14,900 10-92@10-93 10-93—	6,700 11-02@11-10 11-03—	5,100 11-13@11-20 11-13—11-14	4,900 11-24@11-32 11-25—11-26	4,300 11-35@11-43 11-36—11-38	4,500 11-46@11-53 11-47—11-47	3,100 11-56@11-61 11-58—11-57	600 11-65@11-66 11-64—11-65									
Sunday, Oct. 8— Sales total (range). Closing.	Variable. 10-82@10-87 Dull.	11,700 11-05@11-17 11-06—11-07	6,900 10-82@10-84 10-83—10-84	7,400 10-82@10-84 10-83—10-84	21,000 10-90@10-93 10-91—10-92	11,400 11-01@11-08 11-02—11-03	7,100 11-12@11-18 11-13—11-14	5,100 11-24@11-32 11-25—11-26	7,100 11-35@11-40 11-36—11-38	2,500 11-46@11-50 11-47—11-47	600 11-59—11-57 11-57—11-57	700 11-67@11-67 11-64—11-65									
Monday, Oct. 9— Sales total (range). Closing.	Finer. 77,000 10-84@11-69 Steady.	12,100 11-06@11-16 11-12—	6,900 10-84@10-90 10-88—10-89	6,900 10-84@10-90 10-83—10-89	17,900 10-92@10-93 10-95—10-96	8,600 11-03@11-08 11-07—	4,800 11-14@11-20 11-18—11-19	2,800 11-25@11-31 11-29—11-30	6,100 11-36@11-42 11-40—11-41	4,800 11-47@11-52 11-51—11-52	5,900 11-57@11-62 11-61—11-62	1,300 11-68@11-68 11-65—11-66									
Tuesday, Oct. 10— Sales total (range). Closing.	Finer. 77,000 10-84@11-69 Steady.	12,100 11-06@11-16 11-12—	6,900 10-84@10-90 10-88—10-89	6,900 10-84@10-90 10-83—10-89	17,900 10-92@10-93 10-95—10-96	8,600 11-03@11-08 11-07—	4,800 11-14@11-20 11-18—11-19	2,800 11-25@11-31 11-29—11-30	6,100 11-36@11-42 11-40—11-41	4,800 11-47@11-52 11-51—11-52	5,900 11-57@11-62 11-61—11-62	1,300 11-68@11-68 11-65—11-66									
Wednesday, Oct. 11— Sales total (range). Closing.	Finer. 77,000 10-84@11-69 Steady.	12,100 11-06@11-16 11-12—	6,900 10-84@10-90 10-88—10-89	6,900 10-84@10-90 10-83—10-89	17,900 10-92@10-93 10-95—10-96	8,600 11-03@11-08 11-07—	4,800 11-14@11-20 11-18—11-19	2,800 11-25@11-31 11-29—11-30	6,100 11-36@11-42 11-40—11-41	4,800 11-47@11-52 11-51—11-52	5,900 11-57@11-62 11-61—11-62	1,300 11-68@11-68 11-65—11-66									
Thursday, Oct. 12— Sales total (range). Closing.	Lower. 73,000 10-87@11-68 Dull.	9,900 11-06@11-15 11-10—11-11	11,200 10-87@10-93 10-91—10-92	9,800 10-83@10-90 10-89—10-90	11,900 10-93@10-96 10-95—10-96	4,400 11-04@11-09 11-06—11-07	5,900 11-16@11-21 11-17—11-18	6,300 11-26@11-32 11-32—11-32	5,500 11-37@11-42 11-40—11-41	4,800 11-48@11-54 11-51—11-51	3,100 11-58@11-62 11-61—11-62	500 11-63@11-63 11-63—11-63									
Friday, Oct. 13— Sales total (range). Closing.	Variable. 75,200 10-84@11-69 Steady.	6,900 11-04@11-15 11-12—11-13	8,900 10-86@10-93 10-90—	8,600 10-84@10-91 10-83—10-89	21,600 10-90@10-98 10-94—10-95	7,900 11-02@11-08 11-05—11-06	5,100 11-12@11-19 11-17—	3,100 11-23@11-30 11-28—11-29	6,500 11-33@11-42 11-40—11-40	4,500 11-46@11-52 11-51—	1,100 11-57@11-60 11-62—11-62	700 11-66@11-66 11-69—11-70									
Total sales this week.		74,000	53,400	62,200	113,800	47,100	37,100	25,100	33,600	24,800	14,200	6,300									
Sales since Sep. 1, '82		737,400	359,900	432,500	617,100	231,400	221,900	152,600	215,700	150,600	43,000	13,800									

* Includes sales in September, 1882, for September, 500,200.

Transferable Orders—Saturday, 11-10c.; Monday, 11-10c.; Tuesday 11-15c.; Wednesday, 11-20c.; Thursday, 11-15c.; Friday, 11-15c.

The following exchanges have been made during the week:

28 pd. to exch. 100 Nov. for Mar. 17 pd. to exch. 500 Nov. for Feb.
23 pd. to exch. 400 Feb. for Apr. 01 pd. to exch. 200 Dec. for Nov.
33 pd. to exch. 1,000 Jan. for Apr. 07 pd. to exch. 300 Dec. for Jan.
52 pd. to exch. 100 Nov. for May. 05 pd. to exch. 1,000 Nov. for Jan.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Oct. 13), we add the item of exports from the United States, including in it the exports of Friday only.

	1882.	1881.	1880.	1879.
Stock at Liverpool.....	bales. 436,000	591,000	396,000	216,000
Stock at London.....	81,300	44,300	45,900	61,075

Total Great Britain stock. 517,300 635,300 441,900 277,075

	1882.	1881.	1880.	1879.
Stock at Havre.....bales.	113,000	149,000	57,500	93,000
Stock at Marseilles.....	1,000	4,300	7,640	1,034
Stock at Barcelona.....	28,000	36,000	33,900	10,840
Stock at Hamburg.....	3,300	17,000	4,000	1,800
Stock at Bremen.....	34,500	40,000	26,300	26,389
Stock at Amsterdam.....	8,200	18,800	12,200	22,822
Stock at Rotterdam.....	1,500	2,150	2,210	1,283
Stock at Antwerp.....	1,000	2,300	981	.....
Stock at other continental ports.	16,100	18,200	15,800	6,905
Total continental ports....	207,200	287,750	160,531	164,073
Total European stocks....	724,500	923,050	602,431	441,148
India cotton afloat for Europe.	177,000	98,000	71,000	106,219
Amer'n cotton afloat for Europe.	169,000	232,000	286,000	229,354
Egypt, Brazil, &c., afloat for Europe.	16,000	17,000	20,000	27,283
Stock in United States ports....	356,157	499,650	457,255	366,217
Stock in U. S. interior towns....	72,549	169,159	121,895	81,227
United States exports to-day....	21,000	10,100	19,000	32,000

Total visible supply.....1,536,206 1,948,959 1,577,581 1,283,448

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	144,000	458,000	244,000	71,000
Continental stocks.....	92,000	144,000	70,000	67,000
American afloat for Europe....	169,000	232,000	286,000	229,354
United States stock.....	356,157	499,650	457,255	366,217
United States interior stocks....	72,549	169,159	121,895	81,227
United States exports to-day....	21,000	10,100	19,000	32,000

Total American.....851,706 1,512,909 1,198,150 846,798

East Indian, Brazil, &c.—

Liverpool stock.....	292,000	133,000	152,000	145,000
London stock.....	81,800	44,300	45,900	61,075
Continental stocks.....	115,200	143,750	90,531	97,073
India afloat for Europe.....	177,000	98,000	71,000	106,219
Egypt, Brazil, &c., afloat.....	16,000	17,000	20,000	27,283

Total East India, &c.....681,500 436,050 379,431 456,650

Total American.....854,706 1,512,909 1,198,150 846,798

Total visible supply.....1,536,206 1,948,959 1,577,581 1,283,448

Price Mid. Up., Liverpool.....6 3/4d. 6 1/2d. 6 3/4d. 6 1/2d.

The imports into Continental ports this week have been 41,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 412,753 bales as compared with the same date of 1881, a decrease of 41,375 bales as compared with the corresponding date of 1880 and an increase of 252,753 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881—is set out in detail in the following statement:

TOWNS.	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga.....	9,925	36,661	9,276	5,945	7,383	37,343
Columbus, Ga.....	5,208	22,714	3,689	6,108	2,477	13,263
Macon, Ga.....	3,923	15,632	3,438	4,819	1,380	6,506
Montgomery, Ala.....	6,274	36,848	6,028	4,919	4,664	8,064
Mobile, Ala.....	12,574	22,657	6,021	15,360	2,895	5,185
Memphis, Tenn.....	6,731	23,357	6,021	15,360	2,895	5,185
Meridian, Miss.....	6,731	23,357	6,021	15,360	2,895	5,185
Shreveport, La.....	3,255	9,200	3,800	4,281	1,562	7,064
Vicksburg, Miss.....	4,117	14,817	4,117	2,651	3,327	7,024
Columbus, Miss.....	2,514	5,339	1,701	1,779	2,320	6,296
Griffin, Ga.....	1,724	10,148	1,336	2,704	2,005	2,430
Atlanta, Ga.....	1,121	13,840	1,954	6,709	1,382	5,185
Chattanooga, Tenn.....	2,803	6,191	2,343	1,809	3,882	8,282
Chickasaw, N. C.....	2,905	8,730	3,705	4,400	8,730	6,550
St. Louis, Mo.....	12,693	24,193	9,027	9,027	54,176	30,522
Chenango, O.....	2,739	7,343	2,027	1,551	13,401	5,837
Total, old towns.....	88,293	298,379	69,693	72,549	103,634	67,443
Newport, S. C.....	817	2,874	808	16	788	189
Richmond, N. C.....	3,200	7,506	2,775	974	1,572	621
Petersburg, Va.....	3,362	7,365	3,20	62	1,537	2,906
Little Rock, Ark.....	1,861	731	311	392	1,631	1,611
St. Paul, Minn.....	2,004	731	804	332	1,382	1,380
Brenham, Tex.....	1,571	13,167	1,446	2,954	1,059	1,427
Houston, Tex.....	34,010	13,167	34,562	18,153	95,069	18,443
Total, new towns.....	41,492	179,220	41,224	23,126	26,406	27,402
Total, all.....	129,785	447,599	110,917	95,675	130,040	94,845

* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 18,545 bales, and are to-night 96,610 bales less than at the same period last year. The receipts at the same towns have been 15,396 bales less than the same week last year, and since September 1 the receipts at all the towns are 103,071 bales less than for the same time in 1881.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
July 28.....	10,859	16,151	6,129	52,505	58,277	28,276	3,682	8,672	2,780
Aug. 4.....	8,982	17,518	4,815	44,324	52,441	24,146	801	11,982	965
" 11.....	8,891	13,032	4,811	38,800	48,273	21,063	1,061	5,864	1,438
" 18.....	8,300	20,535	6,356	33,908	45,371	16,535	3,254	17,636	1,793
" 25.....	21,123	35,075	12,352	33,471	43,492	14,827	25,926	30,199	10,144
pt. 1.....	42,082	46,722	23,032	32,712	46,422	15,536	41,323	52,652	24,231
" 8.....	61,117	72,612	28,658	39,302	57,410	15,519	67,707	83,600	29,681
" 15.....	102,693	94,052	49,512	51,674	75,452	19,115	115,067	112,904	52,105
" 22.....	136,419	112,363	77,293	77,898	108,779	29,985	102,607	140,620	88,093
" 29.....	172,221	134,756	136,470	66,331	124,626	46,622	100,684	155,503	133,116
Oct. 6.....	190,054	174,810	179,883	129,509	155,259	76,892	229,372	205,848	210,123
" 13.....	210,367	191,056	206,136	147,913	196,561	95,675	231,771	232,058	224,549

The above statement shows—1. That the total receipts from the plantations since September 1, in 1882 were 762,166 bales; in 1881 were 946,779 bales; in 1880 were 1,012,200 bales.

2. That, although the receipts at the out-ports the past week were 206,136 bales, the actual movement from plantations was 224,949 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 233,053 bales and for 1880 they were 231,771 bales.

AMOUNT OF COTTON IN SIGHT OCTOBER 13.—In the table above we give the receipts from plantations in another form, and add to them the net overland movement to October 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882.	1881.
Receipts at the ports to October 13.....bales.	682,976	795,643
Interior stocks in excess of Sept. 1 on Oct. 13.	79,190	151,136
Total receipts from plantations.....	762,166	946,779
Net overland to October 1.....	17,680	30,896
Southern consumption to October 1.....	28,000	20,000
Total in sight October 13.....	807,846	997,675

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 189,829 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegrams show that there has been rain in many sections of the South the past week, but it has not been anywhere severe except along a portion of the Atlantic coast. Picking has in general made good progress during the week.

Galveston, Texas.—We have had hard showers on two days of the past week, but they were confined to the coast. The rainfall reached one inch and thirty-nine hundredths. The position is unchanged; crops are splendid. Average thermometer 79, highest 85 and lowest 73.

Indianola, Texas.—It has been showery on one day of the past week, the rainfall reaching forty-two hundredths of an inch. Picking is making good progress. The thermometer has ranged from 73 to 87, averaging 80.

Dallas, Texas.—It has rained tremendously on three days of the past week, the rainfall reaching two inches and thirty-three hundredths. The rain has interfered somewhat with picking. The thermometer has averaged 71, the highest being 89 and the lowest 53.

Brenham, Texas.—We have had hard rain on one day of the past week, but no serious damage has been done. The rainfall reached seventy-five hundredths of an inch. Prospects continue excellent. The thermometer has averaged 84, ranging from 71 to 97.

Palestine, Texas.—The weather has been warm and dry during all of the past week. The crop is splendid, and pick-

ing is making good headway. Average thermometer 73, highest 86 and lowest 61.

Huntsville, Texas.—We have had a hard shower on one day of the past week, but no serious damage has been done. The rainfall reached eighty-seven hundredths of an inch. Picking is progressing finely, and prospects continue very favorable. The thermometer has ranged from 65 to 89, averaging 77.

Weatherford, Texas.—The weather has been warm and dry during the past week. Crop accounts are more favorable, and picking is making good progress. The thermometer has averaged 69, the highest being 85 and the lowest 52.

Belton, Texas.—We have had a shower on one day of the past week. Crop accounts are more favorable. Good progress is being made in picking. The thermometer has ranged from 64 to 91, averaging 78.

Luling, Texas.—Telegram not received.

New Orleans, Louisiana.—It has rained on two days of the past week, the rainfall reaching thirty-three hundredths of an inch. The thermometer has averaged 77.

Shreveport, Louisiana.—We have had generally fair weather during the past week, with light local rains. The rainfall reached one inch and forty-five hundredths. The thermometer has ranged from 62 to 86.

Vicksburg, Mississippi.—It has rained on one day of the past week. The weather has been clear and pleasant. Picking is active.

Columbus, Mississippi.—It has rained on one day of the past week, the rainfall reaching fifty hundredths of an inch. The thermometer has averaged 75, ranging from 56 to 89.

Little Rock, Arkansas.—It has been cloudy on two days of the past week, and the remainder of the week has been fair to clear, with rain on two days. The rainfall reached one inch and forty-three hundredths. Average thermometer 70, highest 82 and lowest 55.

Memphis, Tennessee.—We have had light showers on three days of the past week. The rainfall reached sixty-six hundredths of an inch. The thermometer has ranged from 56 to 83, averaging 70.

Nashville, Tennessee.—It has rained on two days of the past week, the rainfall reaching twenty-five hundredths of an inch. The thermometer has averaged 72, the highest being 83 and the lowest 57.

Mobile, Alabama.—It has been showery on two days of the past week, and it is rainy to-day. The rainfall reached thirty-one hundredths of an inch. Picking is making good progress. The thermometer has averaged 75, ranging from 67 to 87.

Montgomery, Alabama.—The weather has been warm and dry during all of the past week. We have had no rain since September 10. Picking is progressing finely and the crop is being marketed freely. Crop accounts are each day more favorable. The thermometer has ranged from 57 to 86, averaging 74.

Selma, Alabama.—It has rained on two days of the past week, and the balance of the week has been pleasant. The rainfall reached thirty-nine hundredths of an inch. Picking makes good progress, and the crop is being marketed freely. Average thermometer 72, highest 88 and lowest 60.

Madison, Florida.—Telegram not received.

Augusta, Georgia.—We have had a slight sprinkle on one day of the past week, the rainfall reaching but five hundredths of an inch. Good progress is being made in picking, and the staple is being marketed freely. The thermometer has averaged 73, ranging from 61 to 84.

Macon, Georgia.—It has rained lightly on two days of the past week, and it is now cloudy. Average thermometer 72, highest 83 and lowest 58.

Columbus, Georgia.—We have had no rain during the past week. The thermometer has ranged from 69 to 83, averaging 77.

Savannah, Georgia.—It has been stormy on three days of the past week and the remainder of the week has been pleasant. The rainfall reached three inches and thirty-one hundredths. The thermometer has averaged 73, the highest being 79 and the lowest 62.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had rain on two days of the past week, the rainfall reaching four inches and sixty-four hundredths. The thermometer has ranged from 63 to 81, averaging 73.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 12, 1882, and October 13, 1881.

	Oct. 12, '82.		Oct. 13, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	12 11	13 0	
Memphis	Above low-water mark.	6 7	13 8	
Nashville	Above low-water mark.	2 6	0 8	
Shreveport	Above low-water mark.	10 1	9 2	
Vicksburg	Above low-water mark.	9 4	15 11	

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

In January and February, 1882, large additions to our port receipts were made for omissions during previous weeks of a portion of the City Point, &c., movement. Consequently we have now revised our weekly and monthly tables of receipts from Sept. 1, 1881, to Feb. 1, 1882, and incorporated the omissions in the weeks to which they belong instead of inserting them in bulk in December and January.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept./mb'r	326,656	429,777	458,478	333,643	288,848	95,272
Percentage of tot. port receipts Sept. 30	09-10	07-80	06-67	06-49	02-19	

This statement shows that up to Sept. 30 the receipts at the ports this year were 103,121 bales less than in 1881 and 131,822 bales less than at the same time in 1880. The receipts since September 1, 1882, and for the corresponding periods of the five previous years have been as follows:

	1882.	1881.	1880.	1879.	1878.	1877.
Tot. Sp. 30	326,656	429,777	458,478	333,643	288,848	95,272
Oct. 1....	8.	19,012	35,186	20,785	23,599	13,941
" 2....	30,981	8.	31,901	21,495	23,283	9,741
" 3....	25,177	36,637	8.	35,016	17,537	12,179
" 4....	25,140	27,147	39,051	25,784	21,181	10,720
" 5....	32,469	25,535	33,553	8.	22,862	12,903
" 6....	36,417	23,398	25,374	37,355	8.	10,210
" 7....	21,231	43,081	27,164	25,809	25,806	8.
" 8....	8.	33,710	44,049	21,335	21,369	18,609
" 9....	49,519	8.	30,586	23,504	24,986	21,523
" 10....	27,136	42,489	8.	35,611	22,539	19,304
" 11....	29,132	21,939	33,937	21,819	27,622	18,399
" 12....	32,661	26,969	37,697	8.	25,343	21,302
" 13....	46,454	26,214	34,515	41,177	8.	14,875
Total.....	682,976	758,838	829,493	613,343	550,949	278,978
Percentage of total port receipts Oct. 13	16-07	14-14	12-86	12-39	06-42	

This statement shows that the receipts since Sept. 1 up to to-night are now 75,862 bales less than they were to the same day of the month in 1881 and 146,517 bales less than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to October 13 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Oct. 12.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1882	7,000	3,000	10,000	757,000	608,000	1,365,000	5,000	1,632,000
1881	6,000	6,000	12,000	311,000	548,000	859,000	5,000	1,176,000
1880	2,000	2,000	4,000	359,000	493,000	852,000	3,000	1,068,000
1879	1,000	3,000	4,000	250,000	350,000	600,000	10,000	816,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of bales, and an increase in shipments of 4,000 bales, and the shipments since January 1 show an increase of 503,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1882.....	.....	.....	.....	303,000	156,000	459,000
1881.....	2,000	.....	2,000	190,000	73,000	263,000
1880.....	3,000	.....	3,000	204,000	81,000	285,000
1879.....	.....	.....	.....	202,000	107,000	309,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales less than same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	10,000	1,365,000	6,000	859,000	4,000	852,000
All other ports.....	.....	459,000	2,000	263,000	3,000	235,000
Total.....	10,000	1,824,000	8,000	1,122,000	7,000	1,137,000

This last statement affords a very interesting comparison of the total movement for the week ending Oct. 12 and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, October 12.		1882.		1881.		1880.	
Receipts (cantars)—		This week.		This week.		This week.	
Since Sept. 1		4,000		100,000		40,000	
		4,000		172,550		55,500	
		This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—							
To Liverpool.....		.....	.....	3,000	7,000	2,500	4,000
To Continent.....		.....	.....	667	1,855	.....	2,501
Total Europe.....		.....	.....	3,667	8,855	2,500	6,501

* A cantar is 98 lbs.

There have been no exports from Egypt thus far this season; by an error in our cable of Sept. 29, we were caused to report receipts and exports for that week, though there were none.

This statement shows that the receipts for the week ending Oct. 12 were 4,000 cantars and the shipments to all Europe were — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is very quiet at a slight advance. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.						1881.					
	32s Cop. Twist.		84 lbs. Shirtings.		Cott'n Mid. Uplds.		32s Cop. Twist.		84 lbs. Shirtings.		Cott'n Mid. Uplds.	
Avg. 11	d. d.	s. d.	d. d.	s. d.	d. d.	s. d.	d. d.	s. d.	d. d.	s. d.	d. d.	s. d.
" 18	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
" 25	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
Sept. 1	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
" 8	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
" 15	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
" 22	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
" 29	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
Oct. 6	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2
" 13	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2	9 1/2	10 1/2	6 6	8 8	7 1/2	8 1/2

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 16,271 bales, against 22,445 bal s last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year:

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period prev'us year.
	Sept. 20.	Sept. 27.	Oct. 4.	Oct. 11.		
Liverpool.....	8,720	11,638	16,710	12,305	79,342	54,536
Other British ports.....	304	.....	.....	200	500	1,150
TOTAL TO GREAT BRITAIN	9,020	11,638	16,710	12,505	79,842	55,686
Havre.....	1,122	1,017	1,338	715	7,056	7,337
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH.....	1,122	1,017	1,338	715	7,056	7,337
Bremen and Hanover.....	1,030	323	1,804	1,996	5,311	4,994
Hamburg.....	1,783	100	1,150	350	5,032	5,907
Other ports.....	50	2,393	550	400	4,923	806
TOTAL TO NORTH. EUROPE	2,863	2,818	3,504	2,746	15,322	11,707
Spain, Oporto, Gibralt'r, &c.....	601	.....	893	.....	1,494	.....
All other.....	.....	.....	.....	305	305	.....
TOTAL SPAIN, &c.....	601	.....	893	305	1,799	.....
GRAND TOTAL.....	13,606	15,503	22,445	16,271	104,019	74,730

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	5,227	21,550	.....	.....	.....	.....	.....	.....
Texas	.....	34,431	.....	.....	.....	.....	.....	.....
Savannah	5,397	33,162	2,305	7,247	834	2,711	3,916	13,997
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	.....	16	.....	.....	.....	.....	.....	.....
S. Carolina	6,253	26,367	.....	.....	.....	1,114	1,200	3,405
N. Carolina	1,710	5,600	.....	.....	.....	.....	397	671
Virginia	6,929	12,538	2,785	5,955	1,221	5,272	6,223	9,908
North. P.	.....	3,144	8,400	.....	.....	.....	.....	.....
Tenn. &c.	311	1,847	3,738	6,473	422	1,640	346	973
Foreign	.....	747	.....	.....	.....	.....	.....	.....
This year	25,827	136,258	11,975	28,125	2,477	10,737	12,087	28,554
Last year	28,734	142,029	10,293	21,527	2,352	6,467	5,890	21,844

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 74,132 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

		Total bales.	
New York—To Liverpool, per steamers Erin, 2,983...Germanic, 2,548...Republic, 1,915...Servia (additional), 400...Scythia, 2,375...Wisconsin, 2,084.....		12,305	
To Hull, per steamer Romano, 200.....		200	
To Havre, per steamer Percebe, 713.....		713	
To Bremen, per steamers Elbe, 1,130...Rhine, 846.....		1,976	
To Hamburg, per steamer Gellert, 350.....		350	
To Amsterdam, per steamer Stella, 400.....		400	
To Genoa, per steamer Archimede, 305.....		305	
NEW ORLEANS—To Liverpool, per steamers Gallego, 5,200...Haytan, 4,380...Legislator, 2,500...Warrior, 2,050.....		14,130	
To Havre, per steamer Flachet, 4,406.....		4,406	
To Antwerp, per steamer Billow, 880.....		880	
CHARLESTON—To Liverpool, per steamer Chancellor, 5,500...Upland.....		5,500	
SAVANNAH—To Liverpool, per steamer Cydonia, 5,367 Upland.....		5,367	
TEXAS—To Liverpool, per steamers Hesper, 4,617...Flos, 3,802...To Vera Cruz, per steamer James A. Gary, 600...per bark Velox, 1,326...per schooner Fred. J. Collins, 1,400.....		3,326	
BALTIMORE—To Liverpool, per steamers Austrian, 1,627...Eduardo, 1,731...Leonora, 2,942...Oranmore, 3,457.....		9,757	
To Bremen, per steamers Kohn, 2,016...Ohio, 123 (additional).....		2,144	
BOSTON—To Liverpool, per steamers Missouri, 1,935...Sanaria, 472.....		2,407	
PHILADELPHIA—To Liverpool, per steamer British Crown, 1,525.....		1,525	
Total.....		74,132	

The particulars of these shipments, arranged in our usual form, are as follows:

	Liver- pool.	Hull.	Havre.	Bremen	Amster- dam & Hamp- burg.	Antwerp.	Genoa.	Veru Cruz.	Total.
New York.....	12,305	200	715	2,346	400	305	.....	.....	16,271
N. Orleans.....	11,130	.....	4,406	.....	880	.....	.....	.....	19,416
Charleston.....	5,500	.....	.....	.....	.....	.....	.....	.....	5,500
Savannah.....	5,367	.....	.....	.....	.....	.....	.....	.....	5,367
Texas.....	8,419	.....	.....	.....	.....	.....	.....	.....	11,745
Baltimore.....	9,757	.....	.....	2,144	.....	.....	.....	3,326	11,901
Boston.....	2,407	.....	.....	.....	.....	.....	.....	.....	2,407
Philadelp'a.....	1,525	.....	.....	.....	.....	.....	.....	.....	1,525
Total.....	59,410	200	5,121	4,490	1,280	305	3,326	.....	74,132

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

HERDER, steamer (Ger.), from New York, October 5, for Hamburg, was wrecked at Long Beach, 3 miles west of Cape Race, on Monday morning, October 9. The passengers, crew and mails were saved and forwarded to St. Johns, N. F. The Herder ran ashore during a dense fog and will in all probability be a total loss. The steamer was given over to the salvors, and about 2,500 packages, consisting of lard, cotton and cooked meat in tin cans, had been landed up to the evening of the 10th. Included in the cargo of the Herder were 650 bales cotton. The steamer went to pieces night of the 10th.

MOUNT LEBANON, steamer, before reported. The steamer Mount Lebanon arrived at Halifax on October 6, with loss of propeller, and commenced discharging cargo preparatory to adjusting a new one.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16
Do sail.....	.....	.....	.....	.....	.....	.....
Havre, steam.....	9/16	9/16	9/16	9/16	9/16	9/16
Do sail.....	.....	.....	.....	.....	.....	.....
Bremen, steam.....	9/16	9/16	9/16	9/16	9/16	9/16
Do sail.....	.....	.....	.....	.....	.....	.....
Hamburg, steam d.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail.....	.....	.....	.....	.....	.....	.....
Amst'd'm, steam.....	9/32	9/32	9/32	9/32	9/32	9/32
Do sail.....	.....	.....	.....	.....	.....	.....
Baltic, steam.....	3/8	3/8	3/8	3/8	3/8	3/8
Do sail.....	.....	.....	.....	.....	.....	.....
Barcelona, steam.....	3/4	3/4	3/4	3/4	3/4	3/4
Do sail.....	.....	.....	.....	.....	.....	.....

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Sept. 22.	Sept. 29.	Oct. 6.	Oct. 13.
Sales of the week.....bales.	40,500	40,000	59,000	61,000
Of which exporters took.....	4,800	4,400	4,000	4,900
Of which speculators took.....	150	750	500	2,300
Sales American.....	26,500	26,500	37,500	46,000
Actual export.....	9,900	6,100	7,800	6,500
Forwarded.....	4,500	3,800	5,100	5,300
Total stock—Estimated.....	539,000	515,000	481,000	436,000
Total stock—Actual.....	229,000	219,000	163,000	141,000
Of which American—Estimated.....	191,000	191,000	191,000	191,000
Total import of the week.....	27,000	23,000	36,500	15,000
Of which American.....	21,500	20,500	14,500	30,000
Amount afloat.....	157,000	172,000	185,000	217,000
Of which American.....	35,900	44,000	76,000	114,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 13, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, 12:30 P.M.	Firm.	Firm.	Steady.	Harden'g.	Good demand freely met	Mod. inq. freely supplied
Mid. Upl'ds	61 1/8	61 1/8	61 1/8	61 1/8	63 1/8	71 1/8
And. Off'n	7	7	7	7	6 3/4	7 1/8
Sales.....	10,500	12,000	10,000	12,000	12,000	10,000
Spec. & exp.	1,000	1,000	1,000	1,000	1,000	1,000
Futures, Market, 12:30 P.M.	Weak.	Steady.	Steady.	Firm.	Quiet.	Flat.
Market, 5 P.M.	Dull.	Flat.	Steady.	Dull and easier.	Very dull.	Dull.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Oct. 6 ³⁰ / ₆₄ @ 39 ⁶⁴ / ₆₄		Dec. Jan. 6 ²⁰ / ₆₄ @ 18 ⁶⁴ / ₆₄		Oct. July 6 ²⁸ / ₆₄ @ 27 ⁶⁴ / ₆₄	
Oct. 11 ³⁰ / ₆₄ @ 38 ⁶⁴ / ₆₄		Jan. Feb. 6 ²¹ / ₆₄ @ 18 ⁶⁴ / ₆₄		Nov. Dec. 6 ¹⁷ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Oct. Nov. 6 ²⁵ / ₆₄ @ 25 ⁶⁴ / ₆₄		Feb. Mar. 6 ²² / ₆₄ @ 21 ⁶⁴ / ₆₄		May June 6 ²⁹ / ₆₄ @ 63 ⁶⁴ / ₆₄	
Nov. Dec. 6 ²¹ / ₆₄ @ 22 ⁶⁴ / ₆₄		Mar. Apr. 6 ²³ / ₆₄ @ 22 ⁶⁴ / ₆₄		May June 6 ²⁹ / ₆₄ @ 63 ⁶⁴ / ₆₄	
Nov. Dec. 6 ²¹ / ₆₄ @ 19 ⁶⁴ / ₆₄		May June 6 ²⁶ / ₆₄ @ 26 ⁶⁴ / ₆₄			
Oct. 6 ³⁰ / ₆₄ @ 36 ⁶⁴ / ₆₄		May June 6 ²⁵ / ₆₄ @ 24 ⁶⁴ / ₆₄		Oct. Nov. 6 ²⁰ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Oct. Nov. 6 ²¹ / ₆₄ @ 34 ⁶⁴ / ₆₄		June July 6 ²⁷ / ₆₄ @ 26 ⁶⁴ / ₆₄		Nov. Dec. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Oct. Nov. 6 ²¹ / ₆₄ @ 21 ⁶⁴ / ₆₄		July Aug. 6 ³⁰ / ₆₄ @ 30 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Nov. Dec. 6 ¹⁶ / ₆₄ @ 17 ⁶⁴ / ₆₄		Oct. 6 ³⁰ / ₆₄ @ 30 ⁶⁴ / ₆₄		Mar. Apr. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Dec. Jan. 6 ¹⁷ / ₆₄ @ 61 ⁶⁴ / ₆₄		Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		May June 6 ²³ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Jan. Feb. 6 ¹⁷ / ₆₄ @ 61 ⁶⁴ / ₆₄		May June 6 ²³ / ₆₄ @ 62 ⁶⁴ / ₆₄		June July 6 ²³ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Mar. Apr. 6 ²⁰ / ₆₄ @ 62 ⁶⁴ / ₆₄		Oct. 6 ³⁰ / ₆₄ @ 30 ⁶⁴ / ₆₄			
Oct. 6 ³⁰ / ₆₄ @ 34 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 15 ⁶⁴ / ₆₄		July Aug. 6 ²⁴ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Oct. Nov. 6 ²⁰ / ₆₄ @ 19 ⁶⁴ / ₆₄		Feb. Mar. 6 ¹⁶ / ₆₄ @ 16 ⁶⁴ / ₆₄		Feb. Mar. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Nov. Dec. 6 ¹⁶ / ₆₄ @ 15 ⁶⁴ / ₆₄		Mar. Apr. 6 ¹⁸ / ₆₄ @ 17 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Dec. Jan. 6 ¹⁶ / ₆₄ @ 15 ⁶⁴ / ₆₄		May June 6 ²² / ₆₄ @ 21 ⁶⁴ / ₆₄		May June 6 ²² / ₆₄ @ 62 ⁶⁴ / ₆₄	
		June July 6 ²³ / ₆₄ @ 22 ⁶⁴ / ₆₄			
Oct. 6 ³⁰ / ₆₄ @ 38 ⁶⁴ / ₆₄		May June 6 ²³ / ₆₄ @ 24 ⁶⁴ / ₆₄		June July 6 ²⁶ / ₆₄ @ 27 ⁶⁴ / ₆₄	
Oct. Nov. 6 ²⁰ / ₆₄ @ 23 ⁶⁴ / ₆₄		July Aug. 6 ³⁴ / ₆₄ @ 30 ⁶⁴ / ₆₄		Nov. Dec. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Nov. Dec. 6 ¹⁶ / ₆₄ @ 19 ⁶⁴ / ₆₄		Oct. Nov. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Dec. Jan. 6 ¹⁶ / ₆₄ @ 18 ⁶⁴ / ₆₄		Nov. Dec. 6 ¹⁶ / ₆₄ @ 62 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Jan. Feb. 6 ¹⁶ / ₆₄ @ 18 ⁶⁴ / ₆₄		Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		June July 6 ²⁶ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Feb. Mar. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		Oct. Nov. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Mar. Apr. 6 ²⁰ / ₆₄ @ 62 ⁶⁴ / ₆₄		Feb. Mar. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		June July 6 ²⁶ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Apr. May 6 ²¹ / ₆₄ @ 62 ⁶⁴ / ₆₄		Mar. Apr. 6 ²¹ / ₆₄ @ 62 ⁶⁴ / ₆₄		Nov. Dec. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
June July 6 ²³ / ₆₄ @ 23 ⁶⁴ / ₆₄		Apr. May 6 ²² / ₆₄ @ 62 ⁶⁴ / ₆₄		Mar. Apr. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Oct. 6 ³⁰ / ₆₄ @ 34 ⁶⁴ / ₆₄		Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		Oct. Nov. 6 ²⁰ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Oct. Nov. 6 ²⁰ / ₆₄ @ 23 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Nov. Dec. 6 ¹⁶ / ₆₄ @ 23 ⁶⁴ / ₆₄		May June 6 ²⁴ / ₆₄ @ 24 ⁶⁴ / ₆₄		Feb. Mar. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Nov. Dec. 6 ¹⁶ / ₆₄ @ 18 ⁶⁴ / ₆₄		June July 6 ²³ / ₆₄ @ 23 ⁶⁴ / ₆₄		Mar. Apr. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Oct. 6 ³⁰ / ₆₄ @ 34 ⁶⁴ / ₆₄		Feb. Mar. 6 ¹⁶ / ₆₄ @ 16 ⁶⁴ / ₆₄		Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Oct. Nov. 6 ²⁰ / ₆₄ @ 23 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 17 ⁶⁴ / ₆₄		Jan. Feb. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	
Nov. Dec. 6 ¹⁶ / ₆₄ @ 20 ⁶⁴ / ₆₄		May June 6 ²² / ₆₄ @ 62 ⁶⁴ / ₆₄		May June 6 ²² / ₆₄ @ 62 ⁶⁴ / ₆₄	
Nov. Dec. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		June July 6 ²⁴ / ₆₄ @ 23 ⁶⁴ / ₆₄		June July 6 ²² / ₆₄ @ 62 ⁶⁴ / ₆₄	
Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		July Aug. 6 ²⁶ / ₆₄ @ 62 ⁶⁴ / ₆₄		July Aug. 6 ²⁶ / ₆₄ @ 62 ⁶⁴ / ₆₄	
Jan. Feb. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		Nov. Dec. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄		Dec. Jan. 6 ¹⁶ / ₆₄ @ 61 ⁶⁴ / ₆₄	

BREADSTUFFS.

FRIDAY, P. M., October 13, 1882.

The flour market has been fairly active at very full prices with a slight upward tendency early in the week, which has latterly been lost. Shippers have been buyers on a somewhat more liberal scale, and a large proportion of the receipts have been on through shipments from the West. Rye flour and cornmeal have also been rather firmer, but buckwheat flour, under a material increase of supplies, has declined, with sales to arrive at inside prices.

The wheat market was advancing early in the week, but the activity was mainly speculative in response to the course of the Western markets. The higher prices had the effect of checking the regular business; exports especially were kept within narrow limits; and on Wednesday afternoon the speculation for the rise received a decided check. Stocks have begun to accumulate more rapidly than the bull party had counted upon. It has

been found impossible to stimulate the foreign markets. The reaction, however, was but slight, as the Western markets maintained a strong position. To-day the market was steadier; No. 2 red winter \$1 09 1/4 @ \$1 10 1/4 for November, \$1 11 @ \$1 11 1/4 for December and \$1 12 1/2 @ \$1 13 for January, closing after Change at the higher figures.

Indian corn was also affected early in the week by an active and buoyant speculation; but like that in wheat, it subsided on Wednesday, and the feeling since has been one of depression. The regular trade is very small, and the leading influences are wholly speculative, relating to deliveries in the next three months for May. Very little Southern or State corn arrives, and spot prices are for the most part nominal. To-day there was some renewal of speculative excitement; No. 2 mixed 75 1/2 c. for November, 70 1/2 c. for December and 61 c. for May.

Rye has been quiet, with prices favoring buyers. Prime boat loads sold at 77 c. Barley has shown a downward tendency, with considerable sales of Canada at \$1 for No. 1 and \$1 06 for bright; also two-rowed State at 80 @ 82 c. Buckwheat is as yet nearly nominal.

Oats have declined materially in the past few days, especially for future delivery, the indications pointing to liberal supplies in the near future. To-day there was a firmer market, with sales of No. 2 mixed at 41 1/4 @ 42 c. for November, and 42 1/4 @ 43 c. for December, closing at top prices.

The following are closing quotations:

	FLOUR.		
No. 2 spring.....	3 25	City shipping extras.	\$5 50 @ 5 85
No. 2 winter.....	3 15 @ 3 75	Southern bakers' and	
Superfine.....	3 25 @ 4 25	family brands.....	5 50 @ 7 25
Spring wheat extras.	4 50 @ 5 50	Southern ship's extras.	4 75 @ 5 40
do bakers'.....	6 00 @ 7 25	Eye flour, superfine.....	3 60 @ 4 00
Wis. & Minn. rye mix.	5 00 @ 6 00	Corn meal.....	
Minu. clear and strat	5 50 @ 7 50	Western, &c.....	4 10 @ 4 20
Winter ship's extras.	4 00 @ 4 85	Brandywine, &c.....	4 20 @ 4 30
Patents.....	6 95 @ 8 75	Buckw't flour, 100 lbs.	3 75 @ 4 00

	GRAIN.		
Wheat—		Oats—	
Spring, per bush.	90 @ 1 10	Mixed.....	36 @ 42
Spring No. 2.....	1 06 @ 1 11	White.....	42 @ 53
Red winter.....	91 @ 1 11	No. 2 mixed.....	40 1/2 @ 4 11
Red winter, No. 2	1 09 @ 1 10	No. 2 white.....	46 @ 46 1/2
White.....	85 @ 1 13	Barley—	
Corn—West. mixed	76 @ 80	Canada No. 1.....	1 00 @ 1 02
West. mix. No. 2.	78 @ 79 1/2	Canada bright.....	1 05 @ 1 07
Western white.....	75 1/2 @ 78	Canada No. 2.....	95 @ 97
State yellow.....	82 @ 83	State, 4-rowed.....	95 @ 98
Western yellow.....	80 @ 81	State, 2-rowed.....	80 @ 84
Rye—Car lots.....	69 @ 73	Barley Malt—	
Boat loads.....	75 @ 77	Canada.....	1 20 @ 1 30
Buckwheat.....	95 @ 1 00	State, 2-rowed.....	1 05 @ 1 10
		State, 4-rowed.....	1 15 @ 1 20

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 7, 1882:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At—	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	64,478	1,155,947	515,085	479,194	261,597	106,358
Milwaukee.....	108,718	194,727	10,050	59,400	312,940	15,850
Toledo.....	1,195	337,494	45,673	40,064	500	3,497
Detroit.....	3,672	290,645	4,964	50,058	12,531	1,482
Cleveland.....	2,265	109,970	14,588	14,488	2,020	
St. Louis.....	48,462	316,223	17,695	102,343	71,161	5,900
Peoria.....	1,225	3,360	143,100	175,750	12,650	21,050
Duluth.....	4,000	714,234				

Total..... 234,015 3,103,600 738,067 927,302 679,699 153,919
Same time '81. 212,296 1,374,152 3,198,311 826,192 293,930 365,582

Total receipts at same ports from Dec. 26, 1881, to Oct. 7, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	5,872,561	6,936,561	4,785,922	5,083,139
Wheat.....bush.	53,263,245	45,439,629	59,062,714	74,869,138
Corn.....	62,543,217	111,076,963	125,790,653	78,300,040
Oats.....	35,425,346	33,817,011	29,579,470	24,932,221
Barley.....	6,822,855	6,198,857	5,639,036	5,984,023
Rye.....	2,256,947	2,731,665	2,111,820	3,715,566

Total grain..... 160,305,610 199,266,131 222,884,553 187,826,990

Comparative receipts (crop movement) at same ports from July 31, 1882, to Oct. 7, 1882, as compared with the previous three years:

	1882.	1881.	1880.	1879.
Flour.....bbls.	1,602,967	1,718,110	1,416,560	1,339,200
Wheat.....bush.	27,918,591	16,016,206	26,111,989	34,971,263
Corn.....	13,352,141	40,173,855	35,109,405	22,460,823
Oats.....	13,375,461	8,363,397	11,532,018	7,890,154
Barley.....	2,004,347	2,207,569	3,034,200	3,543,388
Rye.....	1,037,243	1,734,278	1,419,166	1,804,025

Total grain..... 57,697,798 68,495,305 77,227,078 70,569,553

Comparative shipments of flour and grain from the same ports from Dec. 26, 1881, to Oct. 7, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	5,843,649	6,820,592	3,691,591	5,518,763
Wheat.....bush.	42,271,359	41,438,581	55,803,092	63,401,916
Corn.....bush.	53,978,421	90,321,700	106,152,087	70,605,510
Cass.....bush.	25,502,863	28,631,337	23,462,126	18,109,680
Barley.....bush.	2,849,032	2,992,357	2,686,759	3,556,972
Rye.....bush.	2,201,770	1,676,893	2,254,768	3,528,642

Total grain 129,803,465 165,060,868 190,353,830 189,462,428

Rail shipments from Western lake and river ports for the weeks ended:

	1882.	1881.	1880.	1879.
	Week	Week	Week	Week
	Oct. 7.	Oct. 3.	Oct. 9.	Oct. 11.
Flour.....bbls.	146,765	232,929	122,815	125,523
Wheat.....bush.	417,065	559,327	249,946	439,136
Corn.....bush.	138,452	1,682,194	286,500	561,036
Oats.....bush.	654,658	727,515	982,010	444,937
Barley.....bush.	235,331	181,473	164,275	275,932
Rye.....bush.	50,853	100,636	109,726	96,521

Total..... 1,516,559 3,234,165 1,772,487 1,817,672

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Oct. 7.....	210,029	2,138,130	1,077,185	816,117	217,679	65,853
Sept. 30.....	221,015	1,870,814	751,400	771,350	155,291	82,697
Sept. 23.....	194,631	2,528,614	805,113	1,065,859	138,717	125,593
Sept. 16.....	193,939	2,350,991	1,262,447	1,137,682	90,633	153,087
Tot., 4 wks.....	819,614	8,883,549	3,899,145	3,811,003	632,320	428,230
4 wks '81.....	667,404	3,422,529	9,109,532	3,017,539	673,814	291,716

Receipts of flour and grain at seaboard ports for the week ended Oct. 7:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	149,489	1,545,052	525,363	317,704	54,000	33,486
Boston.....	90,534	87,550	199,309	65,625	14,000	.....
Portland.....	1,100	6,400	2,200	.....	.....	.....
Montreal.....	25,694	312,632	9,877	6,663	207	26,082
Philadelphia.....	23,670	38,400	7,500	5,950	12,600	500
Baltimore.....	25,735	491,400	19,400	31,600	.....	5,000
New Orleans.....	16,364	217,645	6,395	6,508	.....	.....
Total week.....	332,570	2,692,679	774,235	436,250	80,867	85,068
Cor. week '81.....	241,650	1,589,708	2,055,304	466,397	86,150	69,901

Total receipts at same ports from Dec. 26, 1881, to Oct. 7, 1882, as compared with the previous three years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	8,836,098	9,831,577	7,842,064	3,155,102
Wheat.....bush.	63,411,195	76,533,103	96,633,741	111,698,995
Corn.....bush.	26,102,353	87,612,087	116,876,604	87,244,115
Oats.....bush.	22,495,783	22,363,584	17,996,849	17,410,143
Barley.....bush.	2,431,039	2,332,308	2,089,143	2,036,292
Rye.....bush.	1,170,931	1,175,503	1,593,571	3,591,185
Total grain.....	115,609,093	190,072,093	235,239,903	221,693,730

Exports from United States seaboard ports for week ending Oct. 7, 1882:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	90,534	1,178,254	209,070	6,531	12,357	1,035
Boston.....	45,523	93,000	23,476	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	18,237	273,343	.....	.....	.....	830
Philadelphia.....	3,395	241,642	325	.....	.....	.....
Baltimore.....	10,305	714,207	4,876	250	.....	.....
New Orleans.....	.....	568,481	.....	.....	.....	.....
Total for w'k.....	167,994	3,098,927	237,747	6,781	12,357	1,865
Same time '81.....	97,150	1,132,233	925,231	32,439	24,647	137,559

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Oct. 7, 1882, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.	Peas, bush.
New York.....	1,292,387	666,271	2,442,146	805	124,781	.....
Do. afloat (est.)	420,000	140,000	82,000	60,000	45,000	.....
Albany.....	1,000	59,000	114,000	62,500	40,500	.....
Buffalo.....	715,488	163,832	123,146	42,575	566	.....
Chicago.....	2,007,186	2,154,188	385,199	107,761	62,453	.....
Milwaukee.....	189,984	4,792	6,222	57,648	24,731	.....
Duluth.....	562,138	.....	.....	.....	.....	.....
Toledo.....	435,312	52,896	29,821	.....	17,536	.....
Detroit.....	274,300	5,631	32,155	.....	906	.....
Oswego.....	50,000	150,000	.....	190,000	.....	.....
St. Louis.....	321,820	153,380	38,768	53,301	27,830	.....
Boston.....	110,513	12,206	159,514	2,597	848	.....
Toronto.....	33,570	.....	250	70,113	6,284	.....
Montreal.....	84,340	13,137	3,114	493	.....	.....
Philadelphia.....	350,039	239,755	355,204	.....	.....	.....
Peoria.....	4,443	175,814	226,355	2,616	85,955	.....
Indianapolis.....	211,000	96,000	76,400	.....	18,000	.....
Kansas City.....	187,080	17,698	9,597	.....	10,703	.....
Baltimore.....	691,765	47,569	.....	.....	.....	.....
Down Mississippi.....	137,000	2,379	3,063	.....	.....	.....
On rail.....	618,749	235,044	654,658	235,531	50,853	.....
On lake.....	2,317,788	1,216,962	261,495	12,148	16,000	.....
On canal.....	2,430,257	65,000	63,000	315,000	60,629	.....

Tot. Oct. 7.....	7,382,139,466,219	5,676,554	5,067,042	1,213,038	590,575	.....
Tot. Sept. 30.....	82,131,49,913	6,650,504	5,519,557	564,843	726,062	.....
Tot. Sept. 23.....	82,13,287,351	6,700,538	5,766,702	328,584	760,785	.....
Tot. Sept. 16.....	82,13,286,830	6,705,689	6,157,097	195,054	725,136	.....
Tot. Sept. 9.....	82,12,780,612	6,594,686	6,610,641	119,920	709,189	.....
Tot. Oct. 8.....	81,20,169,847	23,120,876	5,759,915	1,922,309	1,052,599	.....

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Oct. 7, 1882, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
Liverpool.....	228	383	2,036,747	1,665,192	2,254,500	63,200
Glasgow.....	15	1,297	126,500	220,900	220,420	85,000
Hull.....	30	264,000	511,100	186,810	.....	.....
Bristol.....	105	11,200	.....	158,280	.....	.....
W. Hartlep'l.....	150	63,414	21,000	108,930	47,300	.....
Leith.....	.....	119,194	.....	53,100	.....	.....
Newcastle.....	.....	.....	.....	59,880	.....	.....
Havre.....	.....	457,500	.....	.....	82,500	.....
Marseilles.....	50	12,500	.....	.....	.....	.....
Amsterdam.....	100	145,000	.....	.....	9,900	.....
Bremen.....	92	307,478	.....	.....	.....	.....
Hamburg.....	.....	524,799	23,250	.....	.....	.....
Copenhagen.....	.....	364,760	.....	.....	.....	.....
Port.&Md.pts.....	10	1,500	.....	.....	.....	.....
Brazil.....	.....	608	.....	.....	.....	.....
Mexico.....	.....	.....	903	851	14,793	.....
Central Am.....	144	134,320	3,356	2,560	.....	.....
S. Am's ports.....	550	35,625	16,332	1,890	38,045	.....
Cuba.....	240	50	207,790	12,125	853	1,727
Hayti.....	250	3,200	390	.....	.....	.....
West Indies.....	571	155	88,623	13,387	24,772	2,700
Brit.N.A. Col.....	232	100	24,291	13,140	.....	.....
Ort.country.....	20	5	6,963	4,811	3,039	.....
Total week.....	2,310	2,748	4,940,008	2,492,945	3,109,148	347,165
Prev's week.....	3,298	1,768	5,471,039	2,505,370	2,371,156	174,632

THE DRY GOODS TRADE.

FRIDAY, P. M., October 13, 1882.

There was only a moderate movement in dry goods the past week, and the volume of business was somewhat disappointing to commission merchants, importers and jobbers alike. The demand at first hands was comparatively light, and almost wholly confined to small parcels of seasonable goods necessary for the renewal of broken assortments. The jobbing trade opened fairly, but closed quiet, owing in a measure to the generally unfavorable condition of the weather which retarded in no slight degree the demand for consumption. Some additional orders for spring goods (such as clothing woolsens, white goods, dress fabrics, etc.) were placed for future delivery; but such cases were exceptional, and by no means large in the aggregate amount. Foreign dress goods were more freely offered through the auction rooms, and a public sale of "gold medal fabrics" was attended with fairly satisfactory results, the more staple goods having been disposed of at good average prices.

DOMESTIC COTTON GOODS.—The exports of domestics continued light, the shipments for the week having been only 1,132 packages of which 795 were shipped to Great Britain, 174 to Brazil and the remainder (in small lots) to other markets. There was a continuation of the quiet demand lately experienced by commission houses, and the jobbing trade was of lessened proportions. Prices are nominally unchanged in first hands, and leading makes of both plain and colored cottons are fairly steady, owing to the moderate supply, but outside brands of brown and bleached goods are a trifle easier and in ample supply. Print cloths were quiet and lower, with transactions in extra 64x84s at 3 11-16@3 3/4c., and in 56x80s at 3 7-16c. Prints ruled quiet in agents' hands and less active with jobbers, and there was only a limited inquiry for ginghams and cotton dress goods.

DOMESTIC WOOLEN GOODS.—The demand for clothing woolsens has barely realized expectations. Heavy cassimeres were mostly quiet, as were heavy worsteds and overcoatings. Spring cassimeres and suitings were in irregular demand, but some fair sales of leading makes were reported, and prices were fairly maintained. Light-weight worsted coatings are well sold up, and steady at opening quotations. For cloakings there was only a moderate call, but special styles were sought for in limited quantities for the renewal of assortments. Satinets continued sluggish and Kentucky jeans and doeskins were in light request. Soft wool dress goods and suitings met with considerable sales, and popular makes are sold ahead of production, as are many styles of sackings. Worsteds dress goods were in moderate demand, and shawls and carpets were lightly dealt in, but there was a steady hand-to-mouth demand for flannels, and felt and cloth skirts were fairly active in some quarters.

FOREIGN DRY GOODS.—Business has been mostly quiet with importers, and, while prices of the most staple fabrics are fairly

maintained, there is more disposition to grant concessions upon certain makes of silks, fancy dress goods, &c. Plushes and colored velvets continued in good demand and steady, and specialties in millinery goods and ribbons were in fair request. Linen goods were in light request, but laces, embroideries, gloves and hosiery were distributed in small parcels to a fair aggregate amount. Silks sold very poorly in the auction rooms, but cashmeres found ready buyers at fair prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 12, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

ENTERED FOR CONSUMPTION SINCE THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.									
Week Ending Oct. 13, 1881.		Since Jan. 1, 1881.		Week Ending Oct. 12, 1882.		Since Jan. 1, 1882.			
Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.		
MANUFACTURES OF—									
Woolen	838	301,616	35,874	15,183,660	1,140	453,108	44,829	10,339,522	
Cotton	1,332	3,979,005	57,751	17,846,618	1,006	3,833,090	60,672	19,667,179	
Silk	1,032	619,400	58,069	21,076,618	1,838	882,402	46,765	13,985,937	
Flax	1,251	21,552	68,266	10,035,186	1,651	31,585	69,550	11,415,200	
Miscellaneous	724	174,367	53,201	6,857,676	722	165,297	79,187	7,440,170	
Total	5,201	1,757,476	253,508	73,999,068	5,877	2,149,132	300,904	88,871,034	
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.									
MANUFACTURES OF—									
Woolen	429	171,778	13,158	7,167,377	599	222,875	16,237	6,570,923	
Cotton	146	48,146	11,732	3,868,962	537	81,290	10,655	3,191,567	
Silk	780	6,744	6,533	4,144,412	231	137,739	15,487	3,838,153	
Flax	138	93,768	21,365	1,003,384	463	48,830	84,101	1,898,143	
Miscellaneous	652	61,506	69,502	8,930	463	80,830	84,101	1,898,143	
Total	2,447	459,636	156,615	21,548,031	1,934	571,256	137,348	19,975,202	
Entered for consumption	5,201	1,757,470	253,505	73,999,068	5,877	2,149,432	3,00,904	88,874,034	
Total on market	7,651	2,121,97,106	410,123	95,347,099	7,831	2,720,691	438,252	108,817,236	
ENTERED FOR WAREHOUSE DURING PERIOD.									
MANUFACTURES OF—									
Woolen	322	132,386	14,278	6,674,095	523	185,630	14,284	7,312,143	
Cotton	200	89,339	9,635	3,132,169	148	61,714	11,606	3,387,801	
Silk	213	59,338	3,770	3,889,482	243	157,575	5,740	3,932,539	
Flax	1,202	117,335	18,278	3,421,153	874	48,972	7,078	1,976,063	
Miscellaneous	207	23,339	82,312	2,074,437	874	48,972	7,078	1,976,063	
Total	2,169	292,420	130,871	14,174,573	2,181	483,487	152,981	21,251,400	
Entered for consumption	5,201	1,757,470	253,508	73,999,068	5,877	2,149,432	300,904	88,874,034	
Total at port	7,373	2,248,390	394,379	92,173,641	8,058	2,627,080	433,885	110,128,532	

Financial.

W. W. Farmer,
MONROE, LOUISIANA.

Counselor, Solicitor and Attorney.

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HOME

Insurance Company

OF NEW YORK,
OFFICE, 119 BROADWAY,

Fifty-Fifth Semi-annual Statement

SHOWING THE

CONDITION OF THE COMPANY ON THE FIRST DAY OF JULY, 1882.

CASH CAPITAL.....\$3,000,000 00

Reserve for Unearned Premiums 1,967,687 00

Reserve for Unpaid Losses..... 209,459 97

Net Surplus..... 1,661,572 10

Cash Assets.....\$6,838,719 07

SUMMARY OF ASSETS

Held in the United States, available for the PAYMENT OF LOSSES BY FIRE and for the protection of Policy-Holders of FIRE INSURANCE:

Cash in Banks..... \$168,215 00

Bonds and mortgages, being first lien on real estate (worth \$3,166,500)..... 1,393,737 44

United States stocks (market value)..... 3,092,750 00

Bank & R.R. stocks & bds. (market value) 491,350 00

State and municipal bds. (market value) 128,500 00

Loans on stocks, payable on demand (market value of collateral) \$1,506,912..... 1,007,450 00

Interest due on 1st July, 1882..... 80,074 91

Premiums uncoll'd & in hands of agts. 82,143 25

Real estate..... 36,499 49

Total.....\$6,838,719 07

**CHAS. J. MARTIN, President,
J. H. WASHBURN, Secretary.**

UNION

Mutual Life Insurance Co.

OF MAINE.

DIRECTORS' OFFICE - - - PORTLAND MAINE.

ORGANIZED 1849.

Assets - - - - - \$6,264,215 57

Surplus (N. Y. Standard) 678,545 53

Death Losses Paid - - 6,876,901 76

Dividends Paid - - - 3,996,411 27

13,725 Policies in force, insuring \$24,083,551.

Paid Death Losses, since Organization, **SEVEN MILLION DOLLARS.**

And for Dividends, **NEARLY FOUR MILLIONS.**

JOHN E. DEWITT, President.

DANIEL SHARP, Vice-President.

HENRY D. SMITH, Secretary.

NICHOLAS DE GROOT, Asst. Sec'y.

THOMAS A. FOSTER, Medical Director.

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ISSUES EVERY DESCRIPTION OF

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Rates Lower than other Companies.

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Only Direct Line to France.

GENERAL TRANSATLANTIC CO.

Between NEW YORK and HAVRE.

From Pier (new) 42 North River, foot of Morton St.

Travelers by this line avoid both transit by English

Railway and the discomforts of crossing the Channel

in a small boat.

LA BRADORE, Jonaia.....Wed., Oct. 18, 10 A. M.

AMERIQUE, Santelme.....Wed., Oct. 25, 3 P. M.

VILLE DE MARSEILLES.....

PRICE OF PASSAGE (including wine): To Havre—

First cabin, \$100 and \$80; second cabin, \$60; steer-

age, \$30—including wine, bedding and utensils. Re-

turn tickets at very reduced rates. Checks drawn on

Credit Lyonnais of Paris in amounts to suit.

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TOUCHING AT CADIZ, GIBRALTAR & BARCELONA.

The following steamers will leave New York direct

for Cadiz, Gibraltar, Barcelona and Marseilles, taking

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RATES OF PASSAGE—For Cadiz and Gibraltar—

First cabin, \$75 and \$60; for Barcelona and Marseilles—

First cabin, \$80 and \$100. Steerage, \$30.

Through bills of lading issued to Mediterranean

Ports, including Barcelona, Algeria, Tunis, Genoa,

Leghorn, Naples, Messina; also, for Trieste and Con-

stantinople.

N. B.—No freight taken for Gibraltar.

LOUIS DE BEBIAN, Agent,

No. 6 Bowling Green.